

Latitude 32

VOLUME 71, MAY 1983

CIRCUL



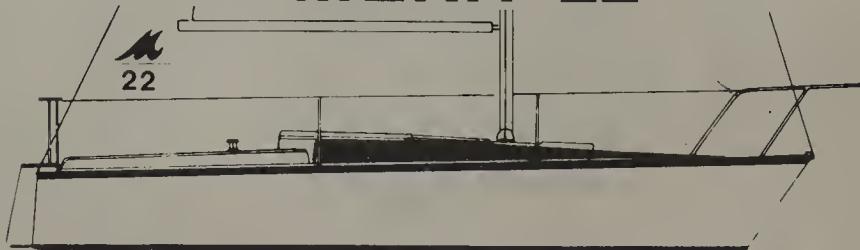
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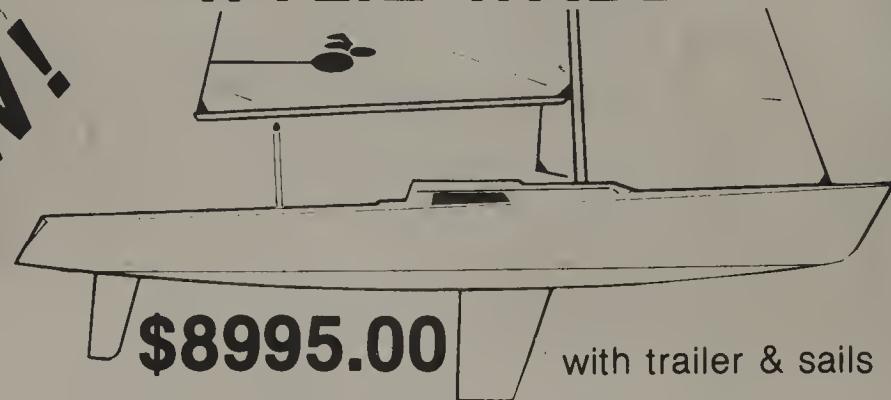
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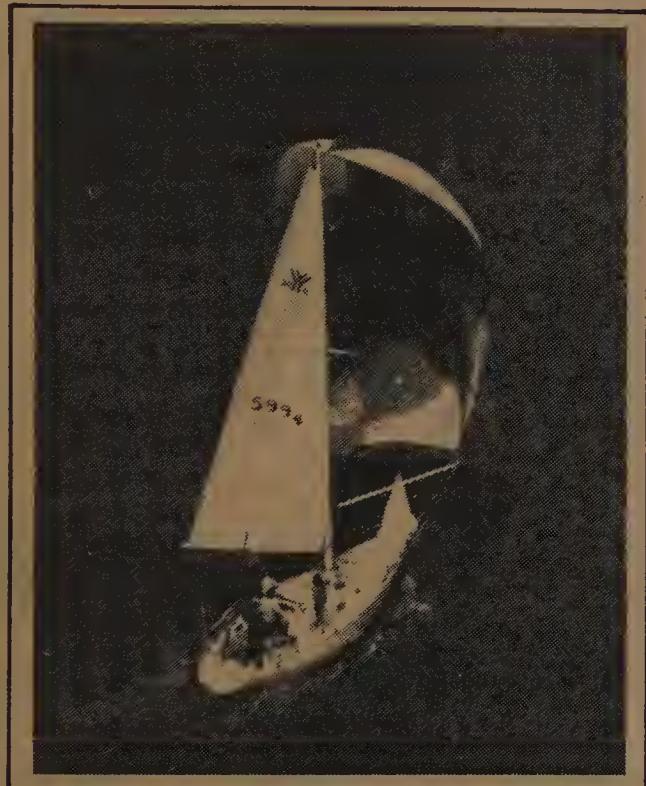
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For More Information Please Contact:

Joe Petrucci — Director of Sailing

(415) 497-9494

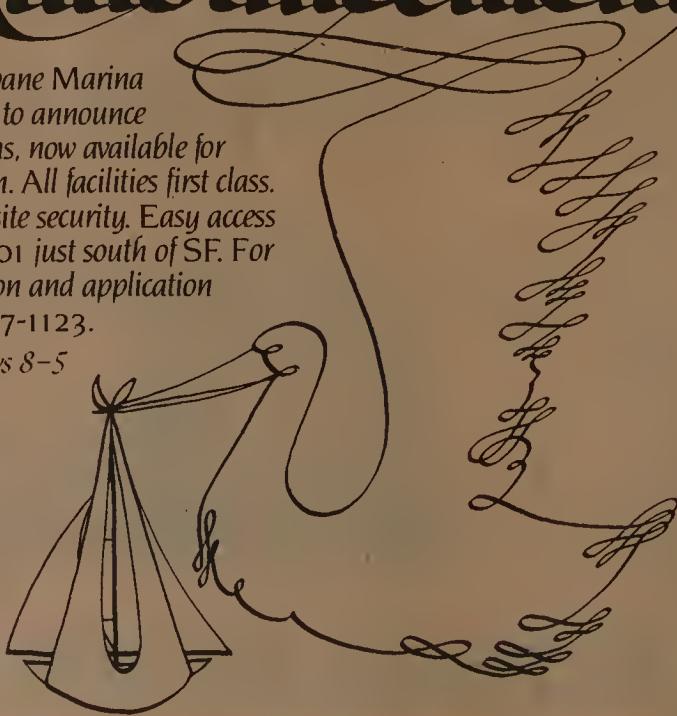
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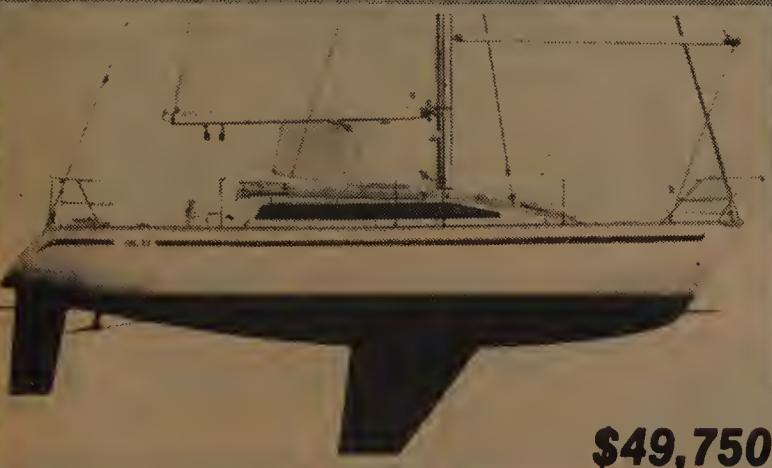
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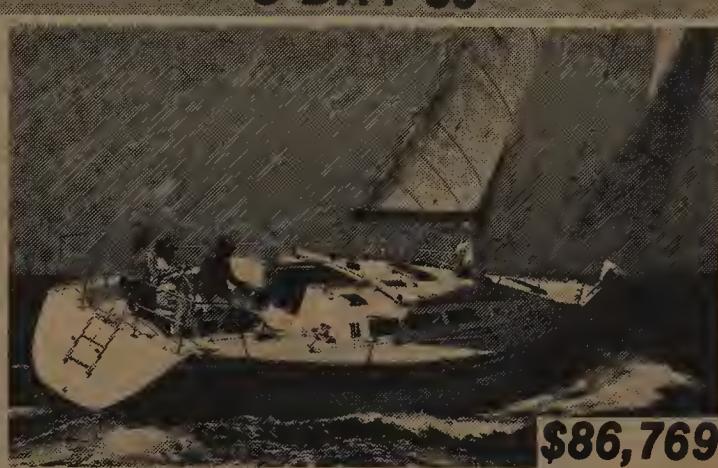
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BROKERAGE LIST
SAIL

20' CAL, '66, ob	\$ 5,750
21' NORTHWEST, '78, lbd	\$10,000
21' WILDERNESS, '78, ob	\$11,700
22' SANTANA, '71, w/trlr	\$6,500
22' SANTANA, '70, ob	\$6,500
23' S2, w/trlr, '76, ob	\$17,750
23' RANGER, '78, ob	\$15,500
23' O'DAY, w/trlr, '78, ob	\$17,000
24' ISLANDER BAHAMA, '68	\$7,700
24' ISLANDER BAHAMA, '69, ob, w/trlr	10,500
24' NIGHTINGALE w/trlr, '78, ob	
24' GLADIATOR, '64, ob	\$10,500
25' CAL, '75, ob	\$14,200
25' SAMOURI, '70, ob	\$12,500
25' BAHAMA, '77, ob	\$10,500
25' SIEDELMANN, '78, ob	\$18,950
25' NORDIC FLKBT (w), '60, ob	\$10,000
25' CRUISE FOLK (w), '59, ob	
25' ERICSON, '78, ob	\$ 7,900
25' ERICSON, '75, ob	\$15,500
2-25' CAL, '80, sd/g	\$25,500
25' CAPE DORY, '77, ob	\$15,500
2-25 CAL, '79, lbd	\$26,900
25' IRWIN, '71, ob	\$10,000
25' TANZER 7.5, '77, ob	\$11,000
25' ERICSON, '80, ob	\$12,950
28' RANGER, '70, ob	\$15,500
28' RANGER, '70, ob	\$13,900
28' S2, '78, lbd sd	\$20,000
2-27 CAL, '77, lbd	\$28,500
27' CHEOY LEE, '64, lbd	\$24,000
27' US, '80, lbd	\$28,500
27' HUNTER, '77, lbd	\$23,500
27' CAL, '73, ob	\$17,500
2-27 CAL, '75, '76, '75	3 from \$27,500
2-27 CAL, '76, lbd	\$28,950
2-27 CAL, '75, lbd	\$28,500
27' CATALINA, '71, ob	\$15,850
27' CATALINA, '80, lbd	\$25,000
27' ALBIN VEGA, '76, lbd	\$22,500
27' ALBIN VEGA, '70, lbd	\$19,850
27' SANTA CRUZ w/trlr, '74, ob	\$20,000
27' ERICSON, '78, lbd	\$31,000
28' TRITON, '80, lbd	\$19,500
28' COLUMBIA, '70, lbd	\$19,900
28' ISLANDER, '81, lbd	\$41,950
28' HERRESHOFF, '86, ob	\$22,500
28' COLUMBIA, '68, lbd	\$19,250
29' H-28, '85, lbd	\$30,000
29' COMP. 1000, '73, lbd	\$38,500
29' RANGER, '72, lbd	\$29,900
29' HERRESHOFF, '64, lbd	\$23,000
29' CAL, '74, lbd	\$29,500

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Fuji 35. Only one avail. in northern Calif. One of the finest bluewater cruising yachts available. AT OUR DOCKS. Asking \$82,500



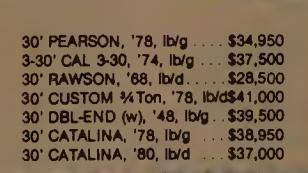
Hunter 37, beautiful bay and delta boat, ready for this spring & summer. AT OUR DOCKS. \$69,000.



Pearson Triton, one of the finest Tritons on the bay. Fresh survey, bottom paint & dsl. inbnd. Owner has ordered larger boat. AT OUR DOCKS. Asking \$19,500.



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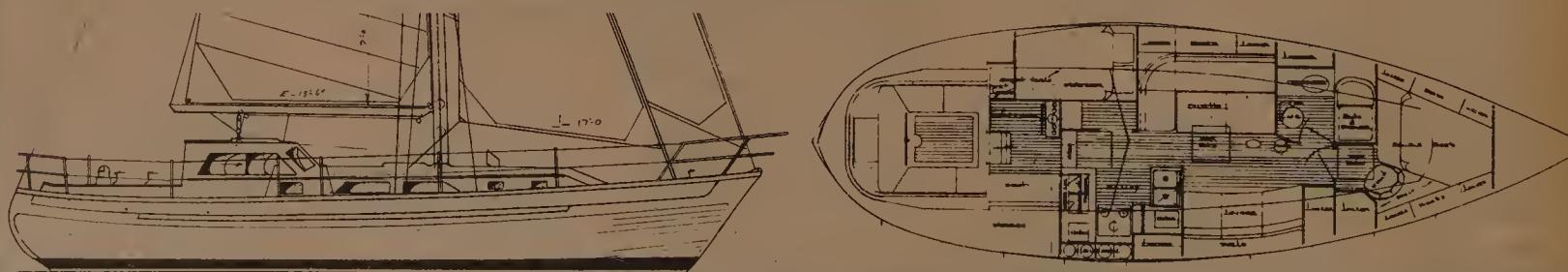


Passport 42

The PASSPORT 42 possesses exceptional sailing ability and a helm that balances perfectly on all points of sail. Her modern underbody assures maneuverability and fast passagemaking, while her cutter rig assures ease of handling by a cruising couple or singlehanded sailor. The bluewater adventurer will appreciate her wide, dry decks and comfortable sea motion (as well as always being the first to port.)

We're planning the christening party for the newest PASSPORT 42 arriving this month. As with all PASSPORT yachts she has many custom features reflecting her owner's individuality. Call for exact date and time. Don't miss her party. She won't be here long because she's going cruising.

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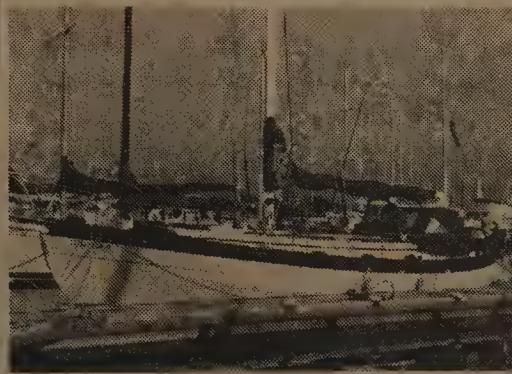
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— FEATURED BROKERAGE —

HANS CHRISTIAN

38

1978



Excellent condition & really cruise-ready. Equipment includes: full instrumentation, RDF, Barent winches, battery charger, refrigeration, weather cloths, dodger, all safety equipment, rebuilt steering with Edson. Extensively customized. Replacement cost \$130,000. Asking \$106,000

37'

HERSHINE TRAWLER

1979



Very well maintained & nicely equipped. List includes: VHF, 2 depthsounders, Honda generator, catalytic heater, battery charger, stereo/cassette w/two sets of speakers, 2 compasses, boarding ladder & many accessories, full canvas. New bottom paint.

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32' ARIES, 1977	74,500	40' CAL, 1963	63,000
32' VANGUARD, 1965	35,000	40' HINCKLEY Bermuda yawl, '63	95,000
32' WESTSAIL, 1974	59,500	41' GULFSTAR ctr ckpt, 1974	89,750
33' TARTAN 10, 1979	36,000	44' PETERSON, 1975	11,750
35' SANTANA 35, 1979	79,500	45' CSTM OFFSHORE N.Z. ketch	135,000
36' C&C, 1979	88,750	47' OLYMPIC ketch 47, 1974	138,000
37' ENDEAVOUR, 1982	89,700	50' GULFSTAR, 1977	159,000

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Mark Rudiger in the calm before the storm, on the way to winning the Singlehanded Farallones.

Graphic Design: Karen Bengtsson

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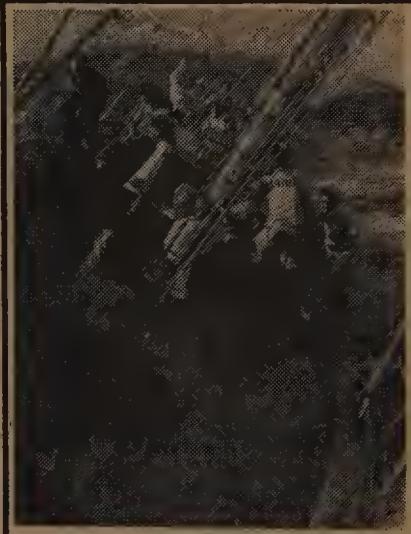
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27-ft Vega, 1976. An immaculate example of this fine Swedish product. **\$22,000**

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Catalina 30, 1976. Very complete equipment list includes a fireplace for year around cruising. **\$35,000**

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Cheoy Lee Offshore 31, 1969. A deservedly popular classic Luders design. **\$39,000**

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Peterson 34, 1978. A very fast racer/cruiser. **\$65,000**

Gulfstar 37 sloop, '77. This popular mdl. is designed & built for safety & comfort. Well-equip. **\$84,500**

Gulfstar 41 ctr cockpit sloop, 1974. Possible owner financing on this recently renovated cruiser. **\$89,750**

Formosa 41 ketch, 1975. Extensively customized & strengthened for comfort & reliability. **\$69,900**

Force 50 ketch, 1973. Very well equipped for long range cruising. **\$125,000**

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30-ft Spidsgatter, wood dbl ender, 1948. Very fast & able, like new inside & out; a rare beauty. **\$39,000**

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Ketch rigged w/Kenyon aluminum spars (photo of sistership). Luxurious full width owner's stateroom, two double cabins for guests, plus crew quarters. 85 h.p. Ford Lehman. *Special Introductory Pricing at \$199,500*



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CHEOY LEE 35 SLOOP 1981

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Factory-built boat. Loaded with cruising gear and ready to go! Six bags of sails, Barlow winches, 3 anchors, 220' chain, cabin heater, full electronics, much much more! *Price reduced to \$59,500. Owner Assisted Financing.*



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Pocket cruiser, everything first class. Ready to cruise — even has a wind vane! **\$29,900.**

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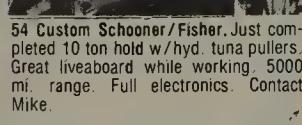
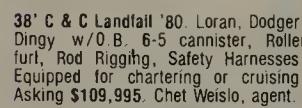
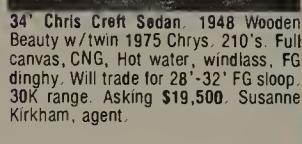
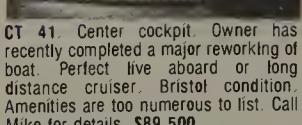
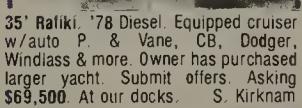
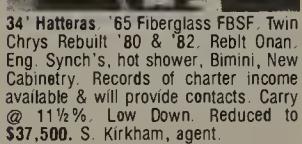
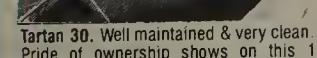
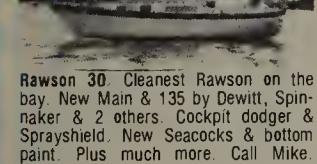
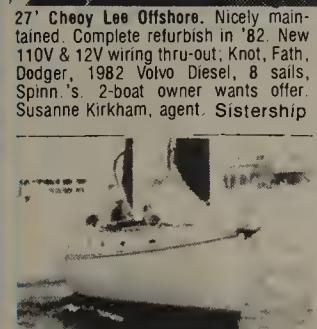
From the airy main saloon, to the cabins below, you become aware of the care for detail, solid construction, and excellent craftsmanship throughout. But only those unfamiliar with a Hans Christian would be surprised by its high standards. This perfect layout and utilization of space is a masterpiece, not by coincidence, but by design. This is not a conversion of a sailing yacht with a top added. This Hans Christian was designed as a pilot house. It offers the interior features of a large motor yacht, without giving up the unique pleasures found only from sailing.

The complete list of quality features and equipment are too extensive to list here, instead we invite you to visit us and experience this magnificent yacht — the Hans Christian 44 Pilot House.



SAIL BROKERAGE LIST

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21 Northwest	12,900
24' *Farr 727	14,500
25 Nordic Folkboat	9,500
25 Bahama	10,900
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25 Ericson	15,500
25 *O'Day	15,500
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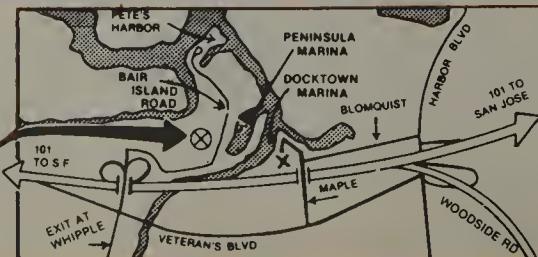
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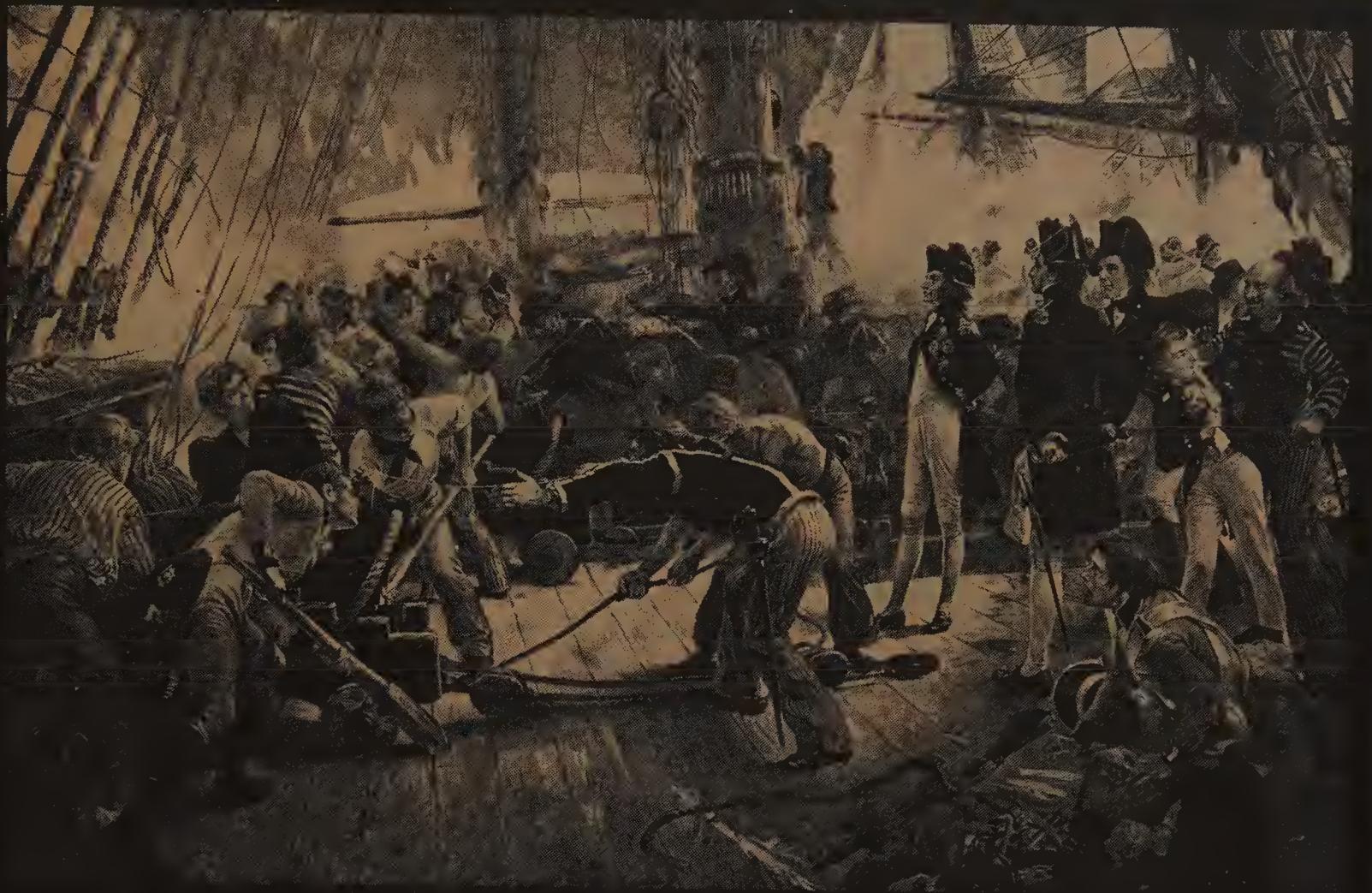
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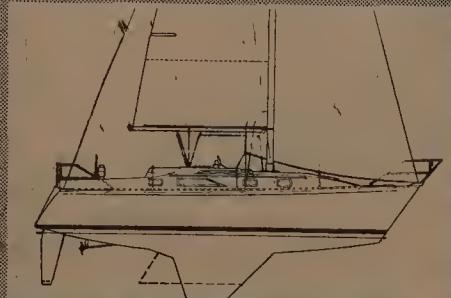
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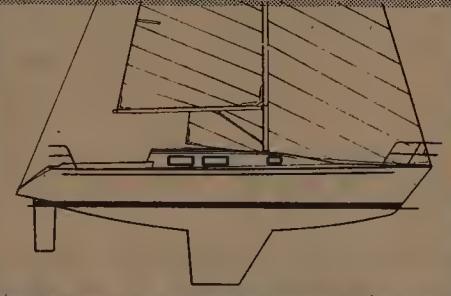
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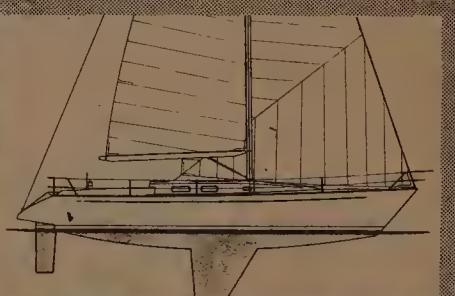
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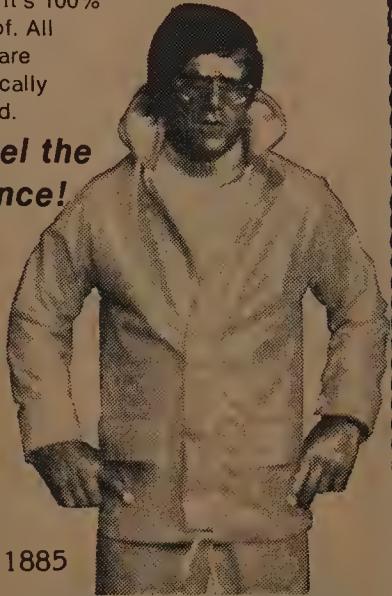
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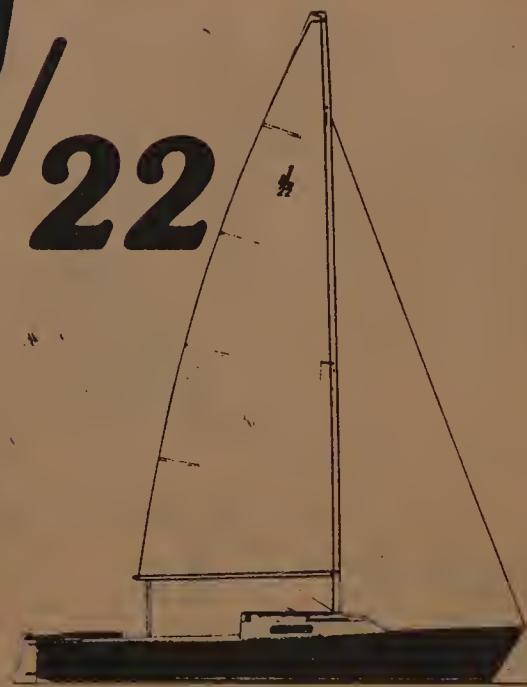
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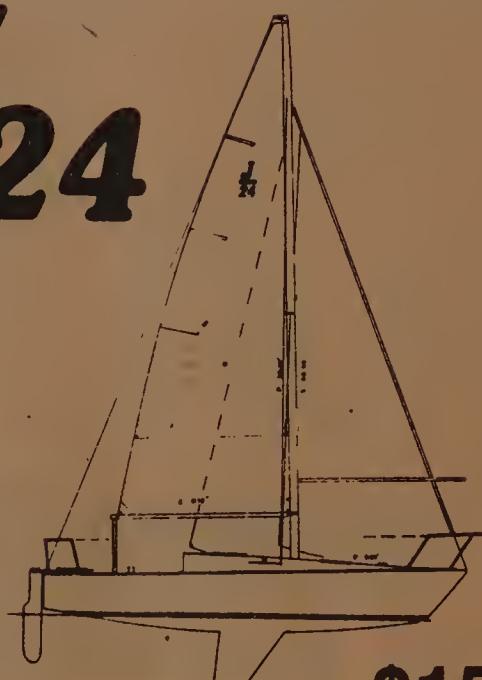
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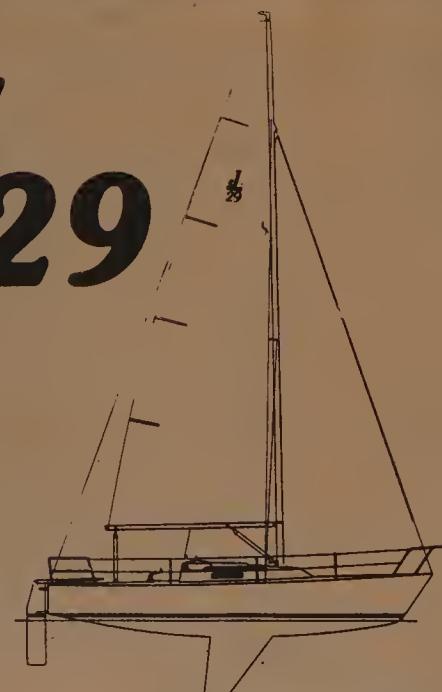
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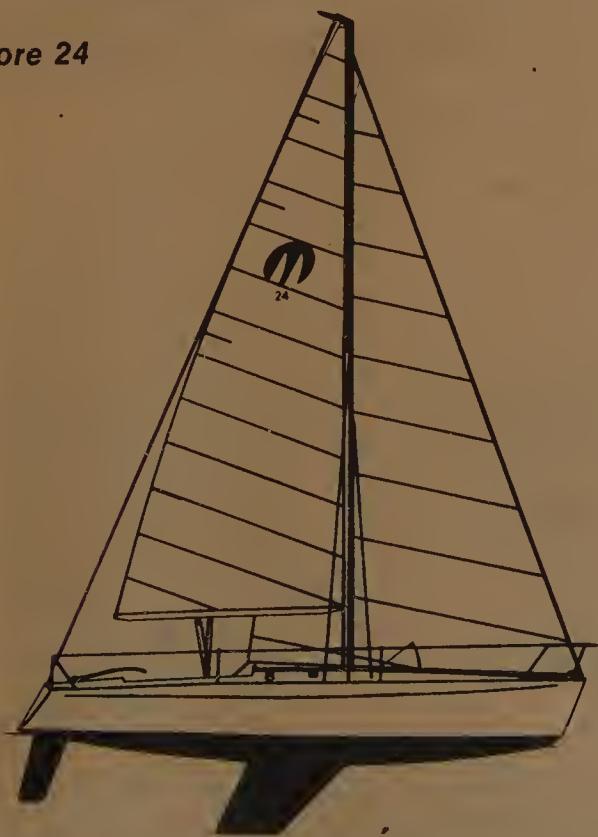
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April 29 — Multihull designer John Marples demonstrates the Constant Camber cold molded boatbuilding technique. (408) 946-3874 or (408) 970-1755.

April 30-May 1 — YRA season opener with half the fleet going to Vallejo and the other half to Coyote Point. It's party time! 771-9500.

April 30-May 1 — Women's sailing classes sponsored by Horizon Sailing School in Alameda. 521-5370.

April 30-May 1 — Multihull Racing Association's 2nd annual Spring Regatta at Lahontan State Rec Area, Silver Spring, NV. Mark Harris, (702) 757-3600, or Ron Moore, (702) 358-7055.

April 30-May 1 — Attack Dog Fun Sail for Hobie Cats at Woodward Reservoir. (408) 251-2007.

April 30-May 1 — Lake Oroville's YC's 15th annual Golden Feather regatta. (916) 673-7664.

May 2-6 — KTVU/Channel 2 will run a special series on their 10 O'Clock News about the *Sea Cloud*, the largest passenger carrying tall ship in the world. (415) 834-1212.

May 3 — Cal Sailing Club hosts a free lecture on "Introduction to Sailing", starting at 7 pm at the Live Oak Center, 1301 Shattuck Ave., Berkeley. Also May 10th — Cruise Planning; May 17th — Racing Tactics; May 24th — Windsurfing; May 31st — High Wind Sailing. 527-SAIL.

May 6 — First Friday Flicks return to Berkeley YC! Huzzah! This month it's "The Shape of Speed" by North Sails, or "Fast rags come in blue bags". Reservations required for 6:30 pm spaghetti dinner; call Ruth Brook, 526-4899. Film starts around 8 pm. \$4.50. Call Mike Young, 548-1210.

May 6-8 — Star class Pacific Coast Championships, Richmond YC. Stephen Gould, 555 California St., Suite 2600, S.F. 94104.

May 7 — A reunion for all past and present 110 sailors. You know who you are. Richmond YC. Terry Ryan, (707) 745-6311.

May 11 — Gary Mull will speak to the Society of Automotive Engineers on "Sailboat Engineering" at Spenger's Fish Grotto in Berkeley. Cocktails and dinner precede the presentation at 7:45. The public is invited and the cost is \$10.50 a head. It's something to Mull over. 620-4127 (days).

May 13 — Walter Wester shows slides on the Truk Lagoon at the Sausalito Cruising Club. 8 pm. 332-5729 or 332-9922.

May 14 — Mike Herz shows slides on "Singlehanded TransPac: Hardware and Software". 8 pm. 332-5729 or 332-9922.

May 14 — Farallon Foundation's glowing benefit to save the sea at the Corinthian YC, Tiburon. Dinner and entertainment, starting at 8 pm. (415) 868-1396.

May 14 — Peter Sutter FJ Invitational at Encinal YC. Come for the morning tune-up with current world FJ champions Steve Klotz and Steve Brilliant. (415) 332-8244.

May 14 — Cal Sailing Club's annual race/cruise from Berkeley to Angel Island for all boats over 14'. Free. 11 am start. Party on Angel Island follows. Karen Scholer, 391-3145.

May 14-15 — Coronado 25 cruise up the Petaluma River to the Mira Monte Marina. Bert Trafton, (408) 378-9510.

May 14-15 — Multihull Mayhem Regatta at Princeton Harbor, Half Moon Bay. (415) 233-3305 or (415) 689-5194.

May 14-15 — Fireball Pacific Coast Championships, Richmond YC. Scott Rovanpera, (415) 939-4069.

May 15 — Breakfast with the Cal Sailing Club on Ashby Shoal, halfway between Emeryville and Berkeley marinas. 8 am. Formal attire recommended. Brian Battvello, 845-8607.

May 16 — Lynne Orloff-Jones tells you how to be creative in the galley in Vallejo. On May 18th you can do it in Alameda. (707)

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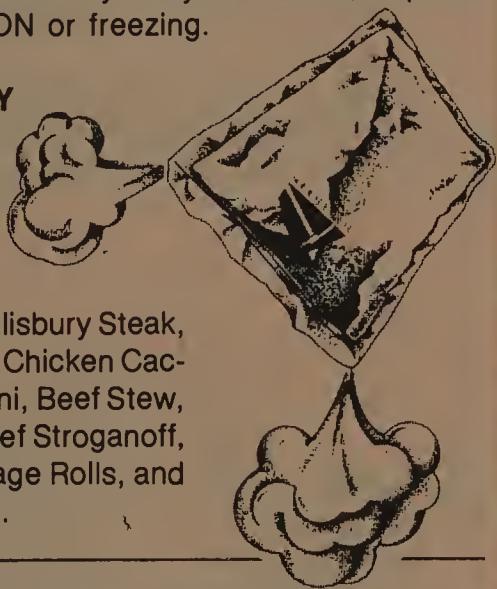
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CALENDAR

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May 21 — Linda Webber-Rettie race at Ballena Bay YC for women racers. Jill, (415) 365-7306.

May 21-22 — Flying Junior Western Regionals at Richardson's Bay. (415) 332-8244.

May 21-22 — The IOR fleet gathers on the City Front for the Stone Cup. A preview of the Big Boat Series. 563-6363.

May 21-22 — Festival of the Sea at the Hyde St. Pier, San Francisco. Sea music, sailor arts, sea poetry and prose, and more! Sat. 10:30-6; Sun. 11-6. Free. (415) 771-3488/89.

May 21-22 — America's Cup art on display at the Corinthian YC. Also showing on May 28-29 and June 4-5. (415) 775-4354, (415) 282-7912, or (415) 435-4771.

May 22 — 14th annual Bull and Belle El Toro race at Lake Elizabeth, Fremont. Bring your Bullship and your honey. Roger, (415) 796-1189.

May 26 — Survival at Sea, a crash course in common medical emergencies at sea, including hypothermia, bleeding, digestive problems and dehydration. Led by Dorothy O'Connell, RN, from 7-10:30 pm at Ft. Mason Center, S.F. 564-9415.

May 27 — Speaker and films on "America's Cup — Preview and Background". 8 pm. Sausalito Cruising Club, 332-9922.

May 27-30 — Swan Pacific Regatta at the Queensway Bay Hilton, Long Beach. Cruising, racing and social activities where the motto is "You can't have too much fun!" Dick Seay, (714) 631-4836.

May 28-29 — 19th annual Whiskeytown regatta for everything from El Toros to Express 27's. J. Townley, (916) 241-2432 (w) or (916) 246-2762 (h).

May 29 — Master Mariners regatta; when the varnish is vintage and the sailors are salty. 441-3492.

May 30 — Around the islands race for boats under 18 feet. \$100 prize for first to finish — no holds barred. 865-4451 (days).

June 3-5 — Santa Cruz boat show. Like the boardwalk, only better. Tom Carter, (408) 476-0827.

June 5 — Ladies' Day races at Folsom Lake near Sacramento. (916) 961-3592.

June 9-11 — Moore 24 Nationals in Santa Cruz. One of the boats that started the "Fast is fun" movement. (408) 426-3736, (408) 476-3839.

June 9-12 — Long Beach Race Week. An IOR festival in Lotusland. Long Beach YC, (213) 598-9401.

June 11 — 3rd annual Lake Tahoe Southern Crossing, a long distance race in the High Sierras. Ross Groelz, LTWYC, Box 10466, S. Lake Tahoe, CA 95731, or call (916) 544-3352.

June 14 — BMW diesel seminar at BMW Marine, 1285 Embarcadero, Oakland. Also on June 16th. Alice, 436-4647.

June 17 — Stockton Sailing Club hosts the 11th South Tower race. From the Delta to the Bay and back! Ken Smith, (209) 368-7644.

June 17-19 — Pacific Coast Mirror Class Regionals at Lake Lopez, 10 miles from San Luis Obispo. Russ Bush, (415) 657-5234.

June 18 — America's Cup Trials begin for the U.S. defenders. Conner, Blackaller, Kolius, et al put their egos on the line. Newport, R.I.

June 18-19 — Area 9 quarter finals for the U.S. Women's sailing championship. Semi finals are July 9-10. Both are at the Monterey Peninsula YC. Call (415) 892-7177.

June 22-26 — Fireball and International 14 national championships at Clear Lake. Scott Rovanpera, (415) 939-4069, or Chris Benedict, (415) 865-4451.

July 2 — 32nd annual Boreas race from S.F. to Moss Landing. A

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July 2 — TransPac starts in L.A. The big downhill slide to Honolulu. Grant Baldwin, TPYC, 1515 North Vermont Ave., L.A., 90027, or phone (213) 667-6822.

July 2 — MORA long distance race from S.F. to San Diego. The little boats (30' and under) go on their own downhill slide. (415) 522-1396, (415) 523-3005 or (415) 381-1790.

July 3 — Metropolitan YC's Oakland to Santa Catalina race. A shorter version of the TransPac. (415) 832-6757 or (415) 687-0111.

July 18-22 — Seahorse Maxi Series, England.

July 27 — Admiral's Cup starts in jolly old England. Scarlett O'Hara doesn't give a damn where they are, cause she'll be ready.

August 6 — Fastnet Race, England..

Please send in your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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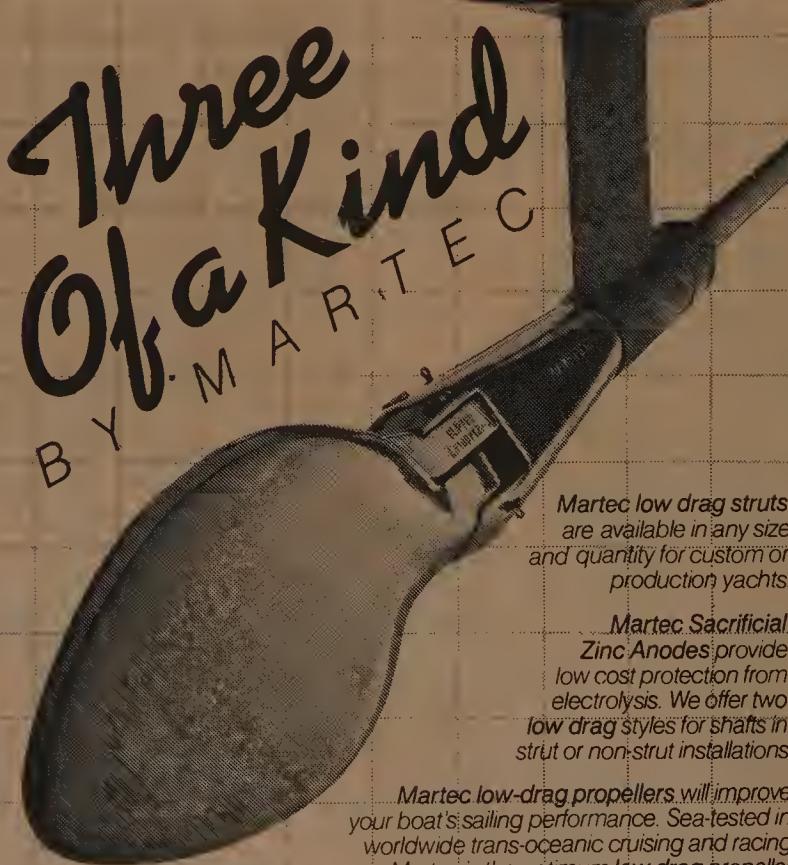
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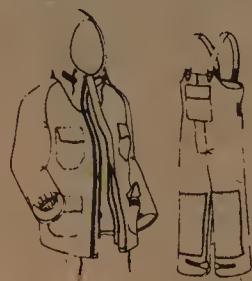
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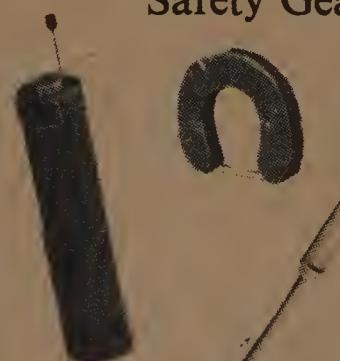


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Carol Betton, president
West Bay Sail Away Ltd., Victoria, Canada

"In the summer of 1980 we had an opportunity to service the pleasure cruiser from Florida. Upon conversing with the owner, we found that his beautifully looking brightwork was protected with SUNSHIELD. Since then we have been using SUNSHIELD on all of our refinishing works up here, with an outstanding success and we recommend it very highly."

Lloyd Crate, president
Crate Marine Sales, Ltd., Keswick, Canada

"As you know, we applied two coats of SUNSHIELD in September 1979 on our Westsail 32, 'Wildflower.' In November 1979 we sailed her to the Virgin Islands. During the next two years we sailed the Caribbean, returning to Ft. Lauderdale in June of this year. While in the Caribbean we applied three more coats, one about every five or six months. Prior to each of the coats we only needed to give the teak a light sanding, and allowed a day or two for SUNSHIELD to harden. Our experience with SUNSHIELD has been most rewarding. It has held up beautifully and throughout the time in the Caribbean, we received many, many compliments on our teak. Everyone wanted to know what we used. Needless to say, this pleased us a great deal. But what pleased us even more was the amazing long life and continuing protection that SUNSHIELD gave to our teak. There are no dirty spots or mildew in the finish even after almost two years of exposure to the Caribbean sun and thousands of miles of hard sailing."

Pete Williams, S/V 'Wildflower'
Houston, Texas

"You may remember my wife dropping in on you last year, picking up a sample gallon of SUNSHIELD. She luggered it back in her hand-bag to Saint Lucia. Since her return we have been testing the product on exposed horizontal teak surfaces. Needless to say our 'affair' with the other leading teak finish is rapidly loosing its lustre. Now our only concern is how to get SUNSHIELD in quantity."

Capt. Walter Filbrandt, S/V 'Rose Salter'
Port Castries, St. Lucia, West Indies

"Thanks for your letter and its obvious concern for the problem I encountered with SUNSHIELD. I should reiterate that it is only on one boat that we've had these difficulties and apparently only with one can — for all the other results have been superb and SUNSHIELD truly holds up to your claims. Just to let you know how pleased we are overall with your product, I have initiated contacts for you with Sailors World (the largest marine retailer in the Virgin Islands), so you have an outlet down here."

Tom Tyne, president
Anodyne Charters, St. Thomas, U.S. Virgin Islands

"I personally use your product SUNSHIELD and strongly recommend it to other sailors in my marina. I think SUNSHIELD is great!"

Rick Martin, chairman cruise committee
Cook Bay Yacht Club, Newmarket, Canada

"Our sales of SUNSHIELD have been steadily growing since May 1979, as our customers are becoming more and more confident that SUNSHIELD is not just another 'wonder product' — but it really works!"

Michael Kelly, Shelly Heron, managers
M.M.O.S. Stores, Toronto, Canada

SAIL WITH SUNSHIELD
...WHILE OTHERS SAND AND VARNISH

LETTERS

□ WANTING THE STRAIGHT POOP

In the midst of converting to shipboard life, I've overlooked one small problem. My dog. I'll give up a lot for a life at sea, but the dog stays.

My question is, do I buy a 'marine pooper scooper' or teach him to hang it over the side? There must be an effective way to deal with this problem. Your advice would be greatly appreciated.

Merry Lisa & Chopper
Auburn

Merry Lisa — Cats, we've been informed several times, can be head-trained. Dogs . . . we'll have to see what our readers report. A surprising (to us) number of people do keep dogs on their boats.

□ THE SOUND OF ONE HAND CLAPPING

Applaud yourselves for the muy bueno articles you've printed about Baja. We're going! Dave Easter (owner), Greg Jorgensen (experienced), and myself (adventuresome), will probably sail to Cabo from San Francisco on a cruise dubbed "What the ----".

The boat, *Odin*, is a 1957 P-28, a sleek 28-ft Halberg designed mahogany sloop that will soon be tearing up the Bay — when we get a new mast. Anyway, the lack of wind we might encounter might force us to use the 'metal lapper' that's stored under the cockpit for just such inconveniences. Right now the engine is working perfectly, but good things don't last forever.

She's a gas powered Albin, model number 0-11 or 0-21 combi. *Odin* came with a mixed-up, incomplete service manual that doesn't tell us which engine is which (one runs on kerosene), what the belt size is, where to get parts, etc. Perhaps you folks or one of your readers could help us. Information leading to a complete repair manual is what we're after, but a new service manual would suffice.

Another question. Have you ever noticed that boats with white topsides stay cooler down below in sunny latitudes than boats with say dark blue topsides? Would this differ between wood and fiberglass? Is the temperature change noticeable? Answers to these questions would be appreciated.

Dan Brousseau
Mountain View
964-0700 (after 5:30 p.m.)

Dan — Back in the late 60's there were two P-28's in Santa Barbara. One circumnavigated, and we sometimes sailed the other one. The 'other one's' engine gave up the ghost, and as we recall even back then they had to send to Sweden for parts.

Albin, however, still markets the *Nimbus 42* in the States (we don't offhand know who the distributor is), so you may want to write and see if you can't purchase all the critical parts before you leave.

That's the bad news. The good news is that Mexican mechanics are wizards with old engines, and are reasonably priced.

□ FINALLY FOUND AN HONEST MAN

This is an open letter to all who are involved in boating. It is not often that we as the boating public are presented with the opportunity of meeting business people on the retail level that are both genuine and honest. I am in the process of building a 60-ft steel hull schooner. As you might imagine the cost and complexity of the project are enormous.

Two years ago at the Newport Boat Show, I had the opportunity to talk with Mr. Bud Taplin, owner of Worldcruising Yacht Co., who was exhibiting one of his 44-ft schooners. In the course of our first conversation he mentioned he would be willing to help me in any way possible. On a number of occasions I contacted Mr. Taplin with

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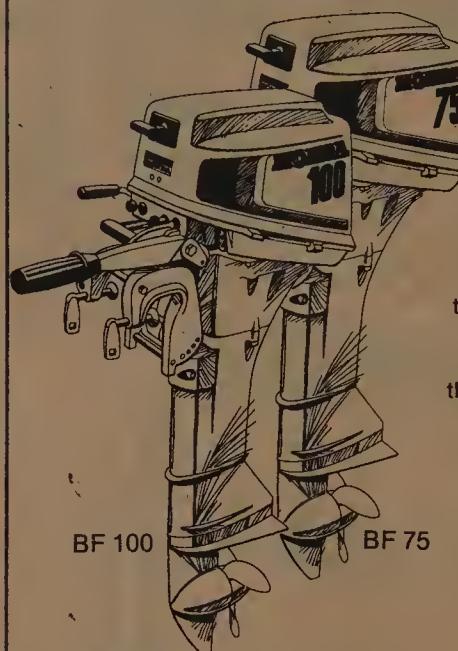
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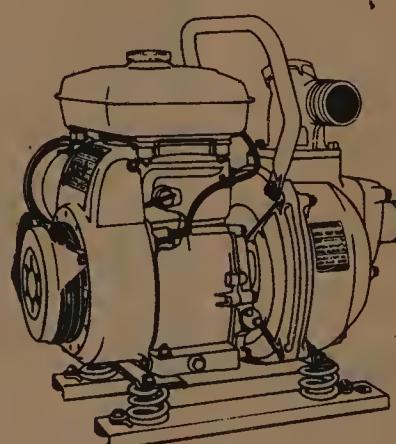
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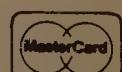
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LETTERS

problems and he provided me with references, knowledge, and materials that saved me and other boat builders large amounts of time, money, and headaches. In this day and age it is indeed rare to find an individual who will extend himself to these limits.

I would strongly recommend to anyone in the market for buying or building your own sailboat to contact Mr. Taplin for his expertise. His address is: Worldcruiser Yacht Company, 1290 Logan Avenue, Costa Mesa, California 92626; Phone (714) 549-9331.

I would also like to add that your magazine is tops and I look forward to every issue.

Michael P. Cehand
Sacramento

Michael — If you rarely meet "genuine and honest" retailers we have to assume that most of the time you've had to deal with dishonest phonies. Where, we'd love to know, have you been doing business?

It's our contention that Northern California marine businesses are by and large extremely progressive retailers, which means they know that providing extra service to help solve your problems is sound business. Heck, lots of them don't even wait for you to have problems. Over the years, for example, there have been countless free seminars in Northern California on specific areas of boatbuilding, such as steering installation, plumbing, glass work, engine installation, etc.

We're sure Mr. Taplin has been of great assistance to you, but perhaps you haven't been fully aware of the resources available locally.

□ LETTING BAD HABITS LAPSE

I have been a reader for a year and have enjoyed the magazine to the extent that I have given up some of the other sailing glossies.

I am editor of the Westsail Owner's Association. We advertised in your rag a while ago and as a result got a couple of new members. Worldwide our membership is now around 270. Although there are not a lot of big time Westsail advertisements, I can say Westsails are not dead.

There are two Westsail gatherings on the west coast I'd like to let your readers know about. On May 14-15 all Westsail owners are welcome to raft up at Treasure Island Cove. Contact Bruce Mattern at (408) 377-4815 (home) or (408) 996-5281 (work). Then on June 4-7 at Long Beaches' new Downtown Marina there will be a swap meet, pot luck, and race. Contact Don Marshall, (714) 633-3875 for information.

George Bachman
St. Mary's City, Maryland

□ WHAT'S UP? THE USUAL.

Thank you for the continued supply of *Latitude 38* magazine copies which we ship to Moana Marine, in Papeete, for free distribution on *le quai*.

In view of the mention in the April issue of increasing mooring costs, I thought that you might be amused to read about the "exorbitant" charges for moorage in the harbors of American Samoa, such as Pago Pago.

Peter T. Hall
Burlingame

*Peter — First let us thank you for continuing to deliver *Latitude 38*'s to Papeete. We — and we're sure the cruisers down there — really appreciate it. We hope Moana survived Veena.*

Your clipping from the March 25 Samoa News indicates that cur-

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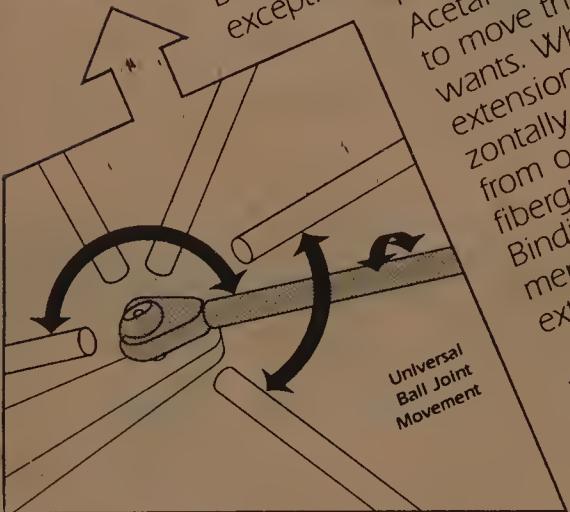
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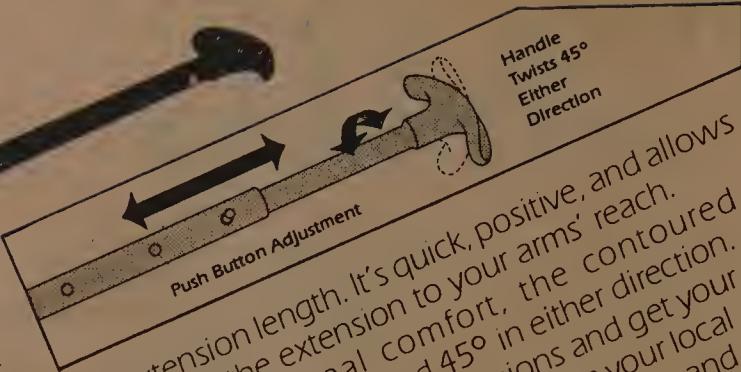
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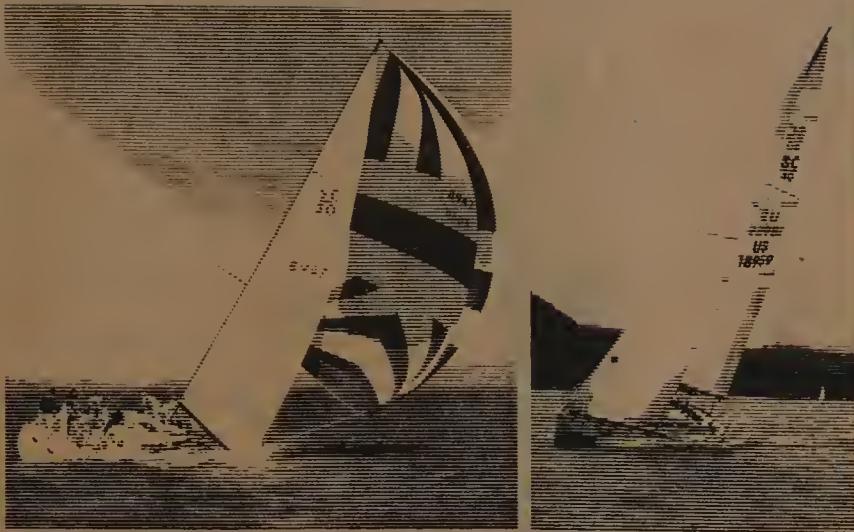


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1st *Carina*, Olson 30: 1983 StFYC One-Design Invitational (2nd place boat, *Quest* also with DeWitt Sails!)

1st *Bella Donna*, Burns 30: 1983 MYCO Midwinters Sail-off of all Class & Division Champions - 1st Overall

1st *Shaman*, Santa Cruz 40: 1983 RYC Big Daddy Regatta - 1st Overall IOR Class A

1st *Tabasco*, Olson 30: 1983 Royal Victoria "Thrash" Regatta/Canada - 1st PHRF Class A

1st *Flying Colors*, Moore 24: 1982 SYRA Season Champion - (Also 1st 1982 StFYC One-Design Invitational)

1st *Samurai*, Santa Cruz 50: 1982 Mazatlan Race - 1st Overall, 1st SC50, 1st IOR Class A

1st *Centurion*, Olson 30: 1982 SYRA Season Champion

1st *Thumper*, Wabbit: 1982 SYRA Season Champion

1st *Scotch Mist II*, Santa Cruz 50: 1982 Victoria-Maui Race - 1st SC50, 1st-to-finish

1st *Animal House*, Olson 30: 1982 Regionals/Santa Cruz

1st *Silverstreak*, Santa Cruz 50: 1981 Big Boat Series - Winner, St. Francis Perpetual Trophy

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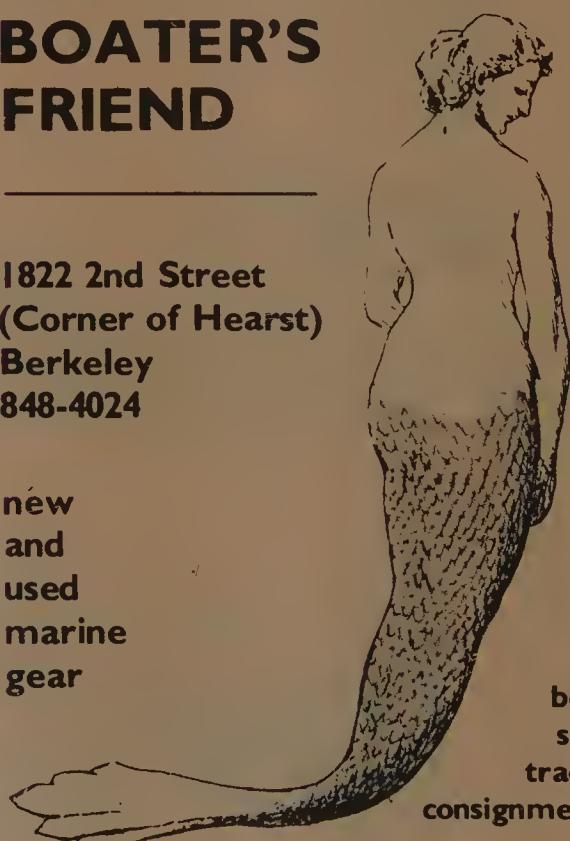
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LETTERS

rently a 28-ft pleasure boat in American Samoa pays \$8.50 a month to be at anchor or \$12.50 a month to be moored to a buoy or ashore. These rates double after three months.

However the article states that the Port Administration, following the way of all harbor administrations, wants to up these rates. Under their proposal, a 28-footer would soon pay \$11.20 a month to lie at anchor, \$16.80 if moored to a buoy, and \$22.80 if made fast ashore.

We know a lot of our readers would like to protest this callous increase. They may do so by unleashing their comments to the Port Administration, which is located at the same's second story office in beautiful downtown Fagatogo.

□ GREAT IDEAS OF WESTERN MAN #2877

1. Lose the America's Cup. Even if Humble Tom or Demure Dennis has to throw some races. We've had it too long.

2. A Bay Area boat wins it back. Thus the racing, in two moves, shifts from Newport to San Francisco Bay.

3. Change the format from match racing to fleet racing. Use a course similar to the Big Boat Series..July 4th winds should be about right. Seven races over fifteen days. Race location stays in San Francisco regardless of who wins.

Among the several advantages would be: the racing could be seen by more than a handful. In fact, with live T.V. coverage, the entire universe could watch. And cheer. Also, the boats with only a slim chance to make the Finals under the existing format would not be sent home early. Plus at least ten other advantages, obvious to all.

Yours for more interesting bar talk.

Ron Hanford
Redding

Ron — Unfortunately you seemed to have missed the very essence of dinosaur racing. It's the very absurdities of the America's Cup you complain about that make it so attractive. There are precious few events in the world, mind you, where you can spend \$5 million and be told you're not wanted before the action even warms up.

Your point about only a handful being able to see the America's Cup, however, is well taken. The American Sailing Council, for example, has been warning hopeful spectators that "the diamond-shaped restriction (zone) often puts the 12's literally out of sight of the spectator fleet . . ." The ASC recommends that 12 Meter fans who want to see rather than be seen come to Newport for the Trials rather than the Cup itself. Good advice.

□ TRYING TO BUY

Using your February 1983 issue as a reference, I sent off six inquiries to yacht brokerages, trying to buy a sailboat.

Would you believe only one answered? The brokerage/sailboat business must be really fantastic that they can deep-six letters of interest regarding a 23-27 foot used sailboat.

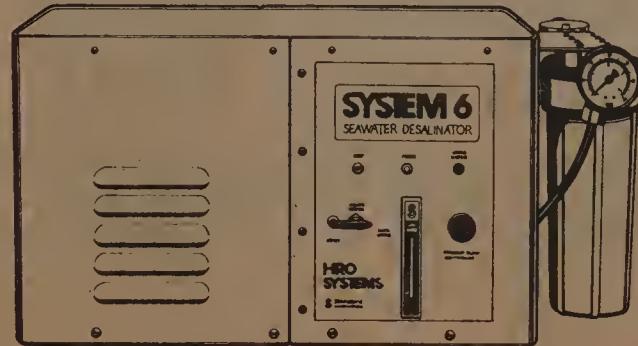
The moral probably is to forget brokerages and use the fine ads in your Classy Classified section; they have to be the best! (But then Latitude 38 is right up there with the best, right?)

Ken Fairbrother, USN Ret.
Sacramento

Ken — Way, way back we used to sell sailboats. In an effort to leave no stones unturned, we diligently spent all our free time responding to written inquiries about boats. After conscientiously answering 7 million inquiries, we became fast typists but never did sell a boat. We suspect that others who sell boats have had the same



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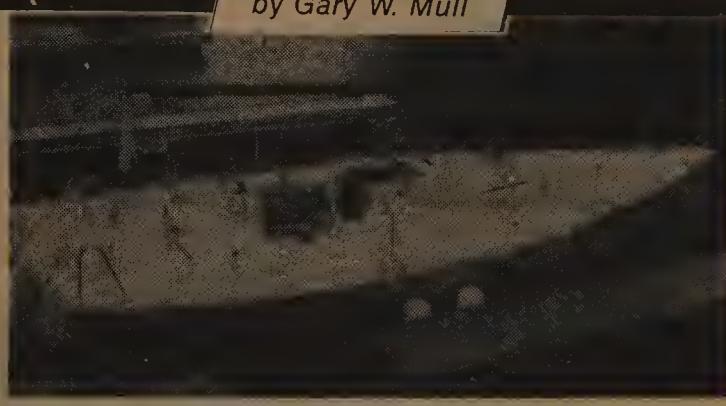
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by Gary W. Mull

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Selected Brokerage

Sail			
14' 1972 Lido, sloop .	\$1,750	30" 1966 Cal, sloop, I/Gas	26,000
18' 1981 Hobie, sloop	5,000	32' 1976 Westsail, cutter, diesel	65,000
16' 1980 Whitecap, sloop	3,500	32' 1973 Westsail, cutter, diesel	59,950
18' 1980 Windrose, sloop	8,000	32' 1974 Ericson, sloop, I/Gas	Offer
21' 1977 Burns, sloop .	9,500	33' 1973 Morgan O/I, sloop, diesel	44,000
21' 1977 Wilderness, sloop, 1.5 hp	12,000	33' 1976 Ranger, sloop, I/Gas	52,500
21' 1971 Clipper, sloop, 7.5 hp	4,300	33' 1981 Morgan Motorsailer, diesel	75,000
22' 1966 Santana, sloop, 6 hp	6,250	34' 1978 Peterson, sloop, diesel	65,000
22' 1974 Santana, sloop, OB .	3,975	36' 1959 Lapworth, sloop, diesel	39,500
22' 1975 Tanzer, sloop, 6 hp	7,100	36' 1973 Custom Mull, diesel	49,000
22' 1981 U.S. Yachts, sloop, OB	13,500	36' 1980 Lancer, sloop, diesel	60,000
24' 1966 Islander Bahama, sloop, OB	8,500	36' 1979 Islander, sloop, diesel	75,000
24' 1974 San Juan, sloop, 4 hp	16,000	36' 1968 Columbia, sloop, I/Gas	45,000
24' 1972 Venture, sloop .	7,500	37' 1966 Peterson, scho, diesel	80,000
25' 1980 Cal 2.25, sloop, inbd. gas	22,500	37' 1977 Rafik, cutter, diesel	78,500
25' 1978 Cal 2.25, sloop, 11 hp .	24,000	37' 1978 Peterson, sloop, diesel	95,000
25' 1987 Coronado, sloop, 6 hp	7,900	38' 1976 Downeast, cutter, diesel	79,000
25' 1967 Coronado, sloop, 7.5 hp	8,500	38' 1975 Downeast, cutter, diesel	75,000
25' 1968 English Built, sloop, 6.6 hp	20,000	38' 1978 Morgan, sloop, diesel	87,500
25' 1980 Merit, sloop	21,950	39' 1971 Cal, sloop, diesel .	77,000
25' 1960 Nordic Folk, sloop, 6.5 hp	9,500	40" 1974 Challenger, sloop, diesel	94,000
25' 1970 Samouri, sloop, 7.5 hp	12,500	41' 1972 Coronado, ketch, diesel	63,000
25' 1978 Yamaha, sloop, V-8, I/O .	12,500	41' 1978 Morgan, ketch, diesel	110,000
26' 1974 Batboa, sloop, OB .	15,000	41' 1971 CT 41, ketch, diesel	72,500
26' 1970 Columbia, sloop, OB .	13,500	42' 1940 Alden, cutter, diesel	49,000
26' 1979 Ericson +, sloop, diesel	34,000	44' 1975 Peterson, sloop, diesel	117,500
26' 1969 Sea Quest Meridian, sloop	7,000	44' 1976 Peterson, cutter, diesel	125,000
27' 1978 Balboa, sloop .	19,500	47' 1979 Custom IOR, sloop, diesel	275,000
27' 1975 Cal 2.27, sloop, 15 hp	27,000	50' 1979 Gullstar, ketch, diesel	175,000
27' 1977 Cal 2.27, sloop, 30 hp	32,500	53' 1962 Lapworth, ketch, tw diesel	120,000
28' 1976 Hawk Farm, sloop .	27,000	53' 1979 Spencer, sloop, diesel	280,000
29' 1972 Cal, sloop, 30 hp	27,500	60' 1911 Gaff Rigged Cutter, diesel	225,000
29' 1967 Cascade, sloop, 12 hp.	35,000	Power	
29' 1967 Columbia, sloop, 30 hp	18,900	20' 1979 Formula, run, V8 gas	18,900
29' 1973 Fume Encorb, sloop, 28 hp	32,000	20' 1978 Sea Ray, ski, I/O 240 V8	9,000
29' 1966 Islander, sloop, 30 hp	22,000	23' 1974 Bayliner, cru, V8 gas	13,000
29' 1979 Lancer MK II, sloop, 15 hp	34,000	25' 1960 Uniflite, cru, I/O	12,500
29' 1962 Rhodes Ranger, sloop, 12 hp	16,500	30" 1967 Baltic, cru, I/Gas	Offer
30' 1952 Custom Swede Pilothouse	29,900	33' 1958 Chris-Craft, cru, tw I/Gas	19,500
30' 1977 Clipper Marine, diesel	18,500	33' 1979 Chris-Craft Corinthian, tw I/Gas	75,000
30' 1968 Chinese Junk, OB	20,000	34' 1977 Executive, cru, tw I/Gas	62,500
30' 1971 Islander MK II, I/Gas	33,000	40' 1965 Owens Tri-cabin, tw I/Gas	Offer
30" 1976 Catalina, sloop, diesel	35,000	42' 1958 Custom Steel, cru, tw diesel	175,000
30' 1969 Alberg Pearson, sloop, I/Gas	25,000	45' 1970 Newport, Ira, tw diesel	149,000
30" 1974 Cal 3.30, sloop, I/Gas	42,000		

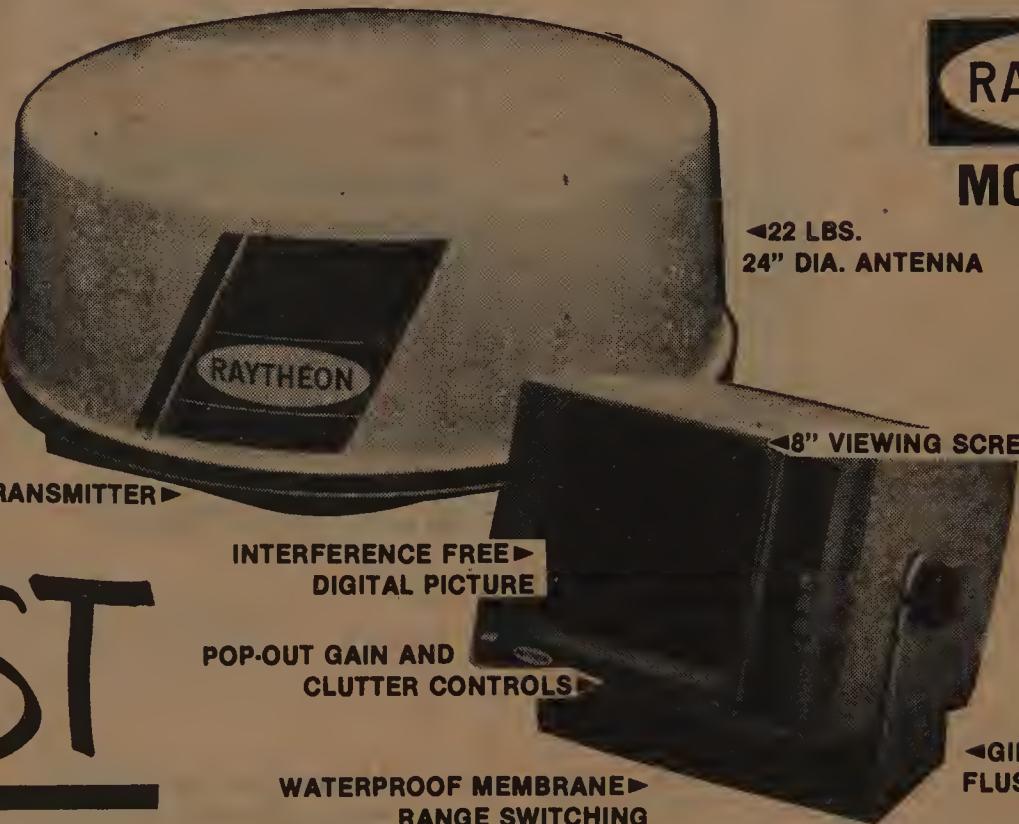
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LETTERS

experience.

The moral is, if you want to be taken seriously as a buyer, you probably should visit a broker, or at least call. Letters are impossibly inefficient.

□ RESTORATIONS

In Sightings, Volume 69, you have a piece on the restoration of the *Wapama*. I'm very interested in such restorations, particularly of larger vessels (80-ft plus) sail or power, steel or wood. I have a few ideas for possible funding angles and I'm always interested to see more candidates for restoration. I'm also writing to Jack Davis for more information. Know of anymore such ships on the west coast anyone? Thanks.

Don Litton
c/o: Transpacmarine
Breakwater
Santa Barbara, CA 93109

□ HAPPY CUSTOMERS

I would appreciate it very much if you would put the following in your *Letters* section.

I recently hauled out at Seabreeze Boat Works. Over the past five years I have hauled out at various yards. I appreciate the enthusiasm and the boat knowledge made available to me for the asking. It was good to know that they were genuinely interested in boats. So to the folks at Seabreeze — Thanks.

Ron Sailor
Mary Francis
San Francisco

□ DEAR YOU GUYS AT CIRCULATION 27,000

What's going ON! Your new masthead looks like it has been out in the sun too long, got shriveled up, and is getting ready to blow away. And what's this business about "where the sailing is great"?????? You guys join the Republican party or some'n? I like "we go where the wind blows", which was so corny it WAS great! (I think to myself, how could these guys be out in the sun too long when it's been raining all the time? self doesn't seem to know) Jezz. I'm goin' out to lay under a palm tree. Maybe I'll get hit on the heat with a coconut, or some'n.

Paul Stead
Sausalito

Paul — Pardon us for saying so, but you're obviously a man who doesn't know a good logo when he sees one. Can't you feel the flowing wave-like quality the new logo has? Didn't you notice the wind blowing the tops right off the t's? Perhaps you didn't know the undulations in the stroke were not a result of shriveling but delicate work? Clearly the less formal new logo will eventually be approved by all but those who insist on wearing a tie while sailing.

Apparently you weren't around in the early years when "where the sailing is great" was the original motto of Latitude 38. We still like and do "go where the wind blows", but reserve the right to switch, alternate, and make up new mottos anytime we want.

□ ANOTHER RESOURCE

Your Crew List is great and has been very productive for a lot of people we know. We thought you might like to know that Cal Sailing Club's year round free crew placement list has a new telephone number. There's no parties but then it only costs a dime for a phone call.

We are basically oriented to racing rather than cruising, and have



PHOTO: MYLES RINGLE

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COVERS
REPAIRS**



**HOGIN
SAILS**

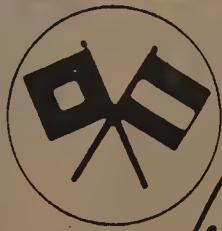
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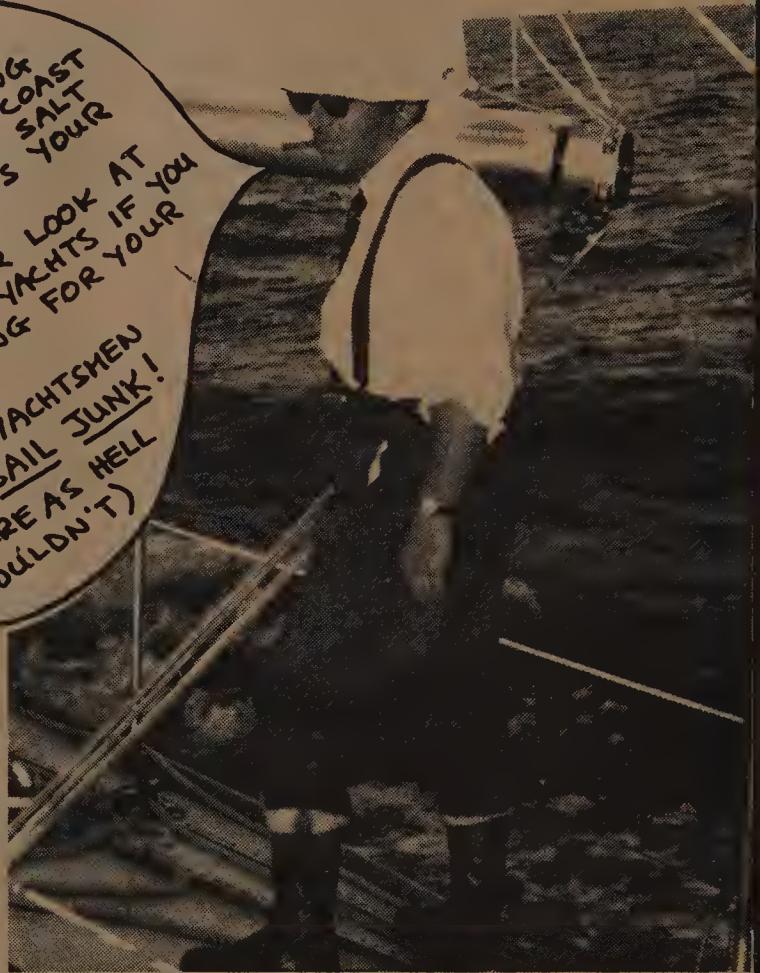
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 Columbia 40 . . . 56,000 / C&C 40 . . . 119,500
 Swan 40 . . . 115,000 / Standfast 40 . . . 80,000
 PJ/NY 40 . . . 120,000 / 41' Carter 2-ton . . . 125,000
 41' PJ/Bounty II Rhodes Yawl . . . 57,000
 Halberg Rassy 41 ketch, loaded & mint . . . 170,000
 Swan 441 cruising version but race equip't . . . 225,000
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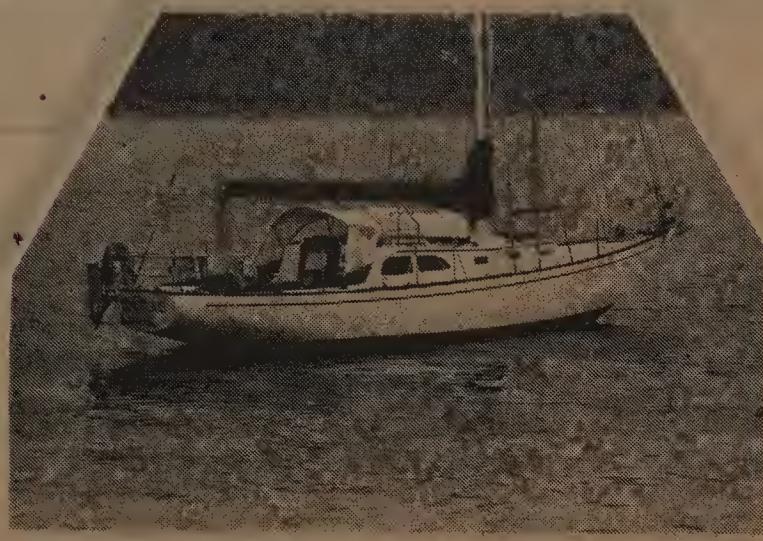
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The *Le Comte 38'* is a great example of a fine cruising boat that is very well respected in Europe but rarely seen on the West Coast. This boat is completely cruise equipped for only \$79,500. It is at our docks for your inspection.

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No doubt the finest Traveller around. Built by Stone Boat Yard to very high standards. Well equipped. \$69,000



PAGAN MISTRESS†
The comments at the Boat Show were fantastic. You must see this New Zealand cruiser to appreciate. \$109,900



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LETTERS

found that most racing skippers seem to prefer crew with at least some experience. We try to match up skippers looking for crew and crew looking for boats. If you're interested, call 527-2061.

We only handle crew placement at that number, if you want information on sailing lessons or our other activities, call 527-SAIL.

Andy, Regine & Tracy
Berkeley

A, R, & T — If we remember correctly, you folks also specialize in "last minute" crew placement.

□ THE MORE THE MERRIER

I hope these Crew List forms reach you in time. My partner and I are impressed with the standard of professionalism achieved by your magazine.

We are working our way to a 45-ft ketch, but it will take another five years. I have sailed since I was ten years old but mostly on small boats. I've sailed the Bay in larger boats a few times and am a fair hand in coastal navigation.

My partner Mary has sailed small boats also, but is new to the lifestyle. We do most of our sailing on Clear Lake, which is tricky and can kick up some pretty horrendous winds. Thanks for the opportunity.

John and Mary
Clearlake Highlands

□ IT'S ABOUT SAILING

As a result of your March 1983 article on the Northern California Cal 2-27 fleet, I've received several phone calls from potential new members — including one from the Seattle area! Thanks to you and Shimon van Collie for a great write-up.

We are now making preliminary plans to host the Cal 2-27 Nationals here on San Francisco Bay in the Fall of 1984. It will be a "round-robin" format using local boats and crews, with competing skippers changing boats between races. We want to make every effort to neutralize any possible equipment advantage so it will be an accurate "one-design" test of sailing skills. And it also will be a great party!

Out-of-area Cal 2-27 fleets (or individuals) wishing more information should contact me at (415) 837-4648 (home) or (415) 284-1694 (work). If you call at work, just tell my secretary "it's about sailing" and she will put you right through!

Gary Albright
Fleet Captain
Cal 2-27 Assn. of No. Calif.

□ THE MARINA WALK

We are a Swedish couple, 46 and 52 years old, and we came here four months ago to start a business of our own. We had to leave our yacht behind and now we walk all the marinas just to breath the air.

Should any boat owner want company, or someone to look after his boat, we should be happy to do so.

Torsten and Berit Anjou
San Francisco
457-7205

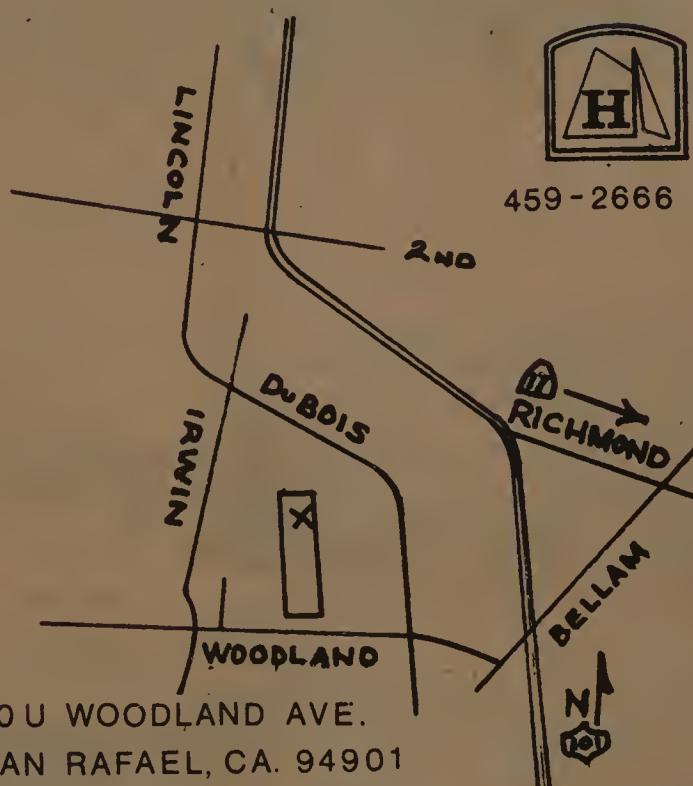
□ COMPUTER WARS

This is a rebuttal to Mr. Kamen's letter about the H/P-41 that is used for computer navigation. I believe *Latitude 38* readers should not have doubts. Said another way, "me thinks Mr. Kamen is interested in 'selling' courses for his school".

In comparing the Tamaya NC-77 with the H/P-41, I pointed out

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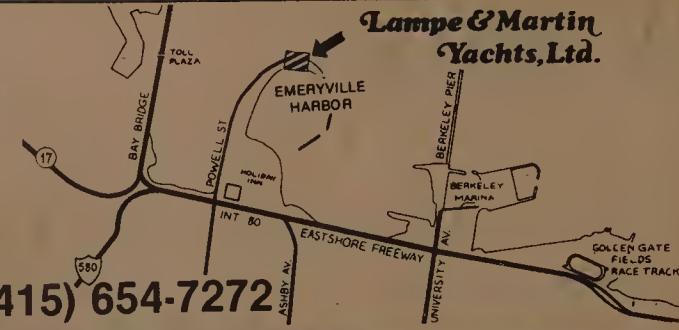
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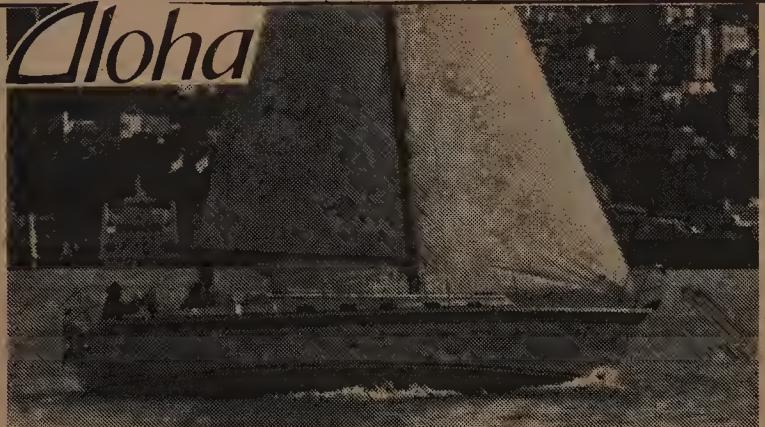
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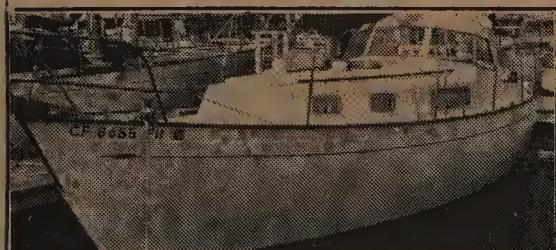
ALOHA 34 IN DOUBLEHANDED FARALLON RACE

WE HAD A GREAT RACE! We rounded the Farallones right along side the winning boat, we finished in the top third and would have done much better but we got lazy and sailed the entire race on 1 headsail & the main. For a cruising boat with all the comforts of home, we were real surprised at 'Terrific's speed. We weren't surprised at all the attention the Aloha got, we've gotten used to that. Thanks Lampe & Martin for a great yacht & great service, & look out for next year — we're gettin' a spinnaker!

Steve Woodall



How many production boats can be raced around the world? STOCK! Francis Stokes choose the FAST PASSAGE 39 for the BOC Challenge!



HOLLBERG RASSEY 35

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Warm and comfortable M/S. Perfect for San Francisco Bay.

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**FAST
PASSAGE 39**

ALOHA

**SEE BROKERAGE
ON THE
NEXT PAGE**

LETTERS

the NC-77 has a fix capability, while the H/P-41 does not. Thus the H/P-41 — without the 'card reader' — is excessively priced because of this limitation. For without a fix ability a Casio FX-81 at \$15 will also reduce a sight although it does not have a built-in almanac, nor does it prompt for data input. Also please note the plain H/P-41c has limited storage ability when compared with the H/P-41cv, discounted at \$208, but still not worth a damn unless it can provide a fix with the required card reader.

It is not valid to suggest manual programming of the H/P-41. Some good navigation programs have 1,200 steps. Hand programming is a long drawn-out and tedious procedure. Some of the better navigation programs were written for the H/P-67-97 and work well when placed in the H/P-41 singly. But H/P Headquarters found some programs 'conflict' when attempts are made to store a number of different H/P-67 programs in the H/P-41 at the same time. Thus the repeated simple requirement for the card reader. And H/P does point out the card reader does have a heavy demand on the batteries.

As for needing to take a course to learn how to use the H/P-41, this is like sending a baby to school to teach him how to eat ice cream. The H/P-41 asks questions on a screen. You merely punch in the answers. Simple to the extreme.

Naturally, no one should consider his navigation education complete without knowing how to manually plot a fix. But once learned, no one is going to obtain a better fix than with a H/P-41c, in conjunction with program 00982C.

And if Mr. Kamen wants a "plotted computed fix", there's the Radio Shack/Sharp 1500 pocket computer. With its small printer/plotter, it can draw-in one LOP in one color and a second LOP in a different color, and then print the fix location in latitude and longitude near the intersection of the two lines. But the PC-1500 is cumbersome in comparison and requires programming with cassette tapes.

Conclusion: since *Latitude 38* is now distributed to such distant locations, readers should not be dissuaded from purchasing this fine toy merely because they don't have a nearby instructor. H/P's provided instructions are written for the rank amateur and you'll get perfect results within 30 minutes after taking it out of its carton. I know *Latitude 38* is interested in such debates. I invite debate in a subsequent letter from someone who has a Sharp PC-1500 and taught it to 'draw' (plot) the LOP's on the printer/plotter and provide a fix. But really now, if it can't provide a fix, what good is it?

P.S. Comments about ham radios. A lot of lies have been printed regarding the regulations for ham radios on yachts. When I telephoned the authors, they said, "So what?" They want to force people to get licenses to increase the number of hams, even if this harms the needs of cruising boats. Did you know that in an emergency you can call for help on KGO's frequency and you won't get to jail? That it is not illegal to use a foreign ham license on an American yacht? That it is not illegal — as Clyde Kirlin claims — for a licensed ham to talk to an unlicensed ham? That it is as unlikely for an F.C.C. inspector (engineer) to break into your boat to inspect your ham radio as it would be for him to break into your bedroom of your home if your gear was there? That U.S. Customs has no interest in sealing ham radios on American yachts? That by cutting one thin wire you can use an ICOM-720A or Kenwood 430 and you can talk direct to the Coast Guard or to the telephone company (to make calls) from anywhere in the world in an emergency? People like Kirlin and Sea magazine avoid telling this and in fact deliberately distort the facts, because, as one author told me, "he writes for boating magazines but feels he has a first responsibility to ham radios and to build up the number of hams".

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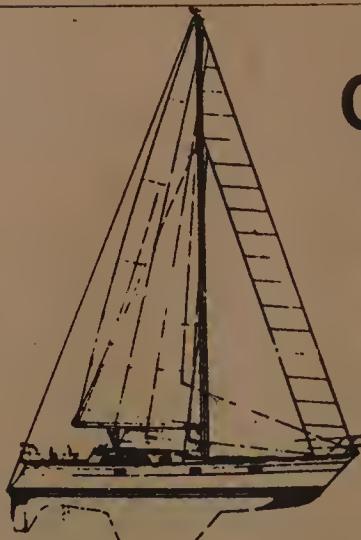
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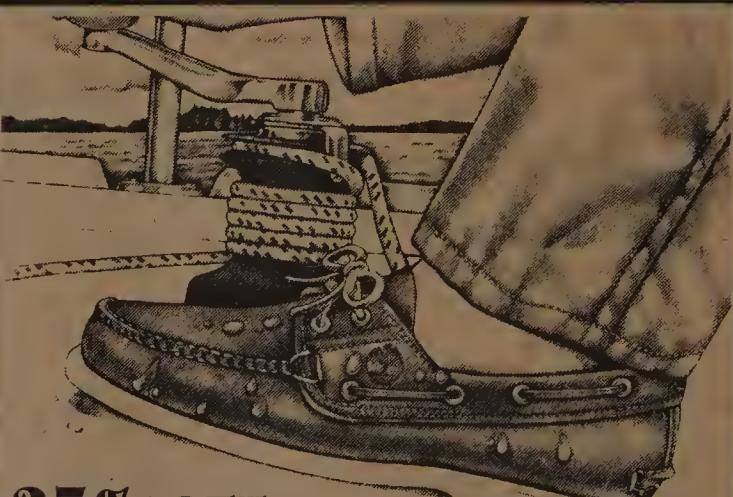
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LETTERS

John Stevenson
Redwood City

Mr. Stevenson — We just added a son to the family last month. Now we have the full set and they howl in stereo. As such we equate silence and bliss and thus don't mess with ham radios. So you hams will have to slug out those issues.

In regard to the computers, Mr. Kamen has a few words he'd like to say to you, they follow directly.

□PAUL KAMEN REPLIES

Of course my letter in the April issue concerning the use of the HP-41C for navigation was, in part, an unabashed plug for the navigation courses I teach at the Bay Area Marine Institute. However, I hasten to point out that my contributions to BAMI over the last few years have been almost entirely *gratis*. Although I do receive a fee for the current series of classes, any significant financial gain is just wishful fantasizing on my part. Believe me, I'm not in it for the money!

As for the more substantive issues of what you really need to use the HP-41C as an effective navigation computer, and how much it costs:

Mr. Stevenson still maintains that without a computed fix, the machine "isn't worth a damn". This is lunacy! Most of us are still using charts, on which the celestial line of position is very quick and easy to plot along with other piloting information. And if his claim that "Most cruising people don't use anything except the sun" is correct (I wouldn't know; virtually all of my offshore navigation has been racing), then the sights can't be used to produce a fix anyway unless considerable time elapses between them. The LOP remains the best practical representation of the information obtained from a celestial observation.

Furthermore, the plotted LOP's make the often critical error analysis process much more intuitive. This is especially important for the non-technically oriented use. Here's an example:

A yacht's DR track puts it several miles south of an obstruction. Navigator A takes two sights to make certain they will clear by a safe distance. The computed fix agrees almost exactly with the DR, so navigator A is confident they will clear. Navigator B, using the same two sights, draws LOP's on the chart and immediately recognizes that because of the low crossing angle, the fix gives poor information about latitude. The sights confirm that the distance run according to the DR is accurate, but they do not confirm that the yacht will clear the hazard!

Now, it could be argued that any skillful and experienced navigator will automatically think about crossing angles and other sources of error whenever sights are being taken, and for them the computed fix is a handy short-cut. But my own observation of many navigators is that they are often deficient in skill, experience, or both. The computed fix can be a dangerous pitfall!

Now we get to this problem of the card-reader. I use a card-reader on a daily basis in my engineering work, and wouldn't want to be without it. However, in my opinion it does not belong at sea! Delicate electro-mechanical parts are generally not compatible with the environment found in the cabin of a small yacht in the ocean; not to mention the battery problem. But do you really need the card reader anyway?

You can buy the HP-41C over the counter for \$175, with the memory module that makes it an HP-41CV look-alike, included. (Add \$45 for the Navpac). Plenty of room to load in your choice of specialized programs available through HP. Once loaded, they stay there permanently. Again, my suggestion is to borrow a card reader

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to do this. Hand entry is the back-up method, because it can take several hours for the longest programs. For \$220, plus nominal cost of programs, you can have a navigation computer that can have computed fix capability if you want it, starfinding, compass calibrating, or whatever best suits your needs.

One last point about the necessity of a course (and here's another unabashed plug!). I'm the first to agree that anyone who already knows how to do it without a computer can pick up the HP-41C and get good results right away. My courses are primarily about navigation, not about the calculator. In "Basic Celestial Navigation with the HP-41C" we spend most of our time conceptualizing what's happening, explaining why it works. This is very important for the non-technical person. The other course, "Advanced Navigation with the HP-41C" is evenly divided between celestial and piloting. We study a variety of techniques to streamline the most important functions of the small yacht navigator (including the elimination of some chart work, by the way), and also look at some of the less frequently used methods. A card reader is used to load BAMI's programs into the students' calculators.

Mr. Stevenson and I may violently disagree on some fine points, but I think we both share a lot of enthusiasm for the HP-41C and computer-aided navigation in general. I'll look forward to reading his comments about continuing developments in this area.

Paul Kamen
Berkeley

WE DO THE BEST WE CAN

Per our conversation here is a current Catalina 22 price list and brochure. We're very pleased that you are going to feature the Catalina 22 in your incredibly well-read magazine!

I know you folks hear lots of compliments on the job you do but I want to add mine anyway! I was particularly impressed with the coverage you gave to the very complicated lawsuit case involving the Catalina 30 that went down in the Potato Patch. It seemed to me to be a very well-researched and objective presentation of the facts in a highly emotionally charged and amazingly rumor-laden situation. As a Catalina dealer I want to thank you for that — whenever some know-it-all comes in and starts to tell me "the real inside story" on that unfortunate incident, I am glad to be able to refer them to your article for the facts insofar as they are known. That was a really responsible job of investigative reporting I'd say.

Cindy Valentine
Tradewinds Sailing Center
Sacramento

LIVING GOOD IS THE BEST REVENGE

In reference to my Mother's letter, "Atomic Maintenance" [Volume 70]. When I gave her the information I must have been suffering from temporary brain fade. I saw the letter and it sent a zephyr through the cobwebs of my mind. I then went home and diligently rummaged through old copies of *Practical Sailor*, and finally found the information requested back in a May '81 issue.

I hope it will benefit some of your readers who own Atomic Four engines.

Bruce Livengood
Santa Cruz

Bruce's xerox copy of a *Practical Sailor* indicates that a two-part series by Gordon Groene titled "The Care and Feeding of Your Atomic Four" originally appeared in the August and September issues of *Motor Boating and Sailing*. MB&S didn't want to offer reprints of the articles, but has allowed *P.S.* to. If you'd like a copy,



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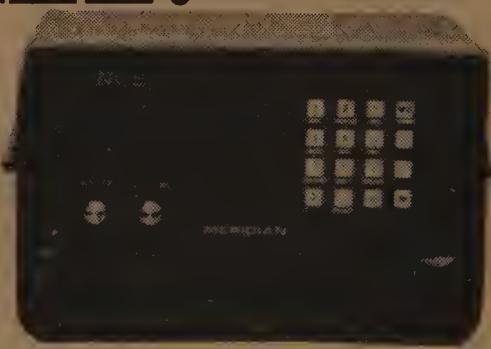
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□ ATOMIC/NEUTRALITY

One of your readers asked for information on Atomic-4 manuals. Perhaps the following will help:

In addition to the "Operation and Maintenance Manual" for the Atomic Fours, there is a slightly more complete maintenance manual covering 12 different models of marine engines made by the same company. There is a repair parts list (form YSM 6-76). If you are doing major work or a rebuild, then the "Parts List, Universal Atomic Four (form DFT 4/73)" is most helpful because it gives exploded views of everything, along with all part numbers, covering all the various brands of water pumps, generators, etc. that have been used.

Except for the exploded views in DFT 4/73, these manuals contain very little more than the small "Operation and Maintenance Manual", are very hard to find, and are probably not worth the bother except for rebuilds.

There is an excellent series of articles written by Gordon Groene in the August/September/October/November 1976 *Motor Boating and Sailing* magazine which lives up to its title: *Everything You Always Wanted to Know About the Atomic Four*. He provides specific steps for a complete motor tune-up, valve job, lay-up and other aspects of engine care, including recommended modifications. Very highly recommended.

As with automobiles, having the acquaintance of an expert in an auto parts department can be a great help, especially because many external parts of the Atomic-4 originate from other companies. For example, the distributor cap can be replaced with one from a Willys Jeep. Unfortunately, I have not been able to find an inexpensive version of the thermostat.

It's getting harder to read *Latitude 38* from cover to cover, as the covers are getting further apart, what with the accurate reporting and the gold mine of great ideas. I'll miss Andrew U. and his outspoken support of good products . . . why is it that *all* sailing magazines over 100 pages are so damn neutral with regard to products? Too bad you can't lambaste the known poor and dangerous products like you do the U.S. Virgin Islands — to which we could add another tale of woe.

Mike Chambreau
Los Altos

Mike — Thanks for the great information on the Atomic Four. This would certainly be a lesser magazine were it not for you folks willing to take the time to share your knowledge with our readers.

In regard to "poor and dangerous products", we wouldn't have any qualms about lambasting them, but frankly just haven't come across many recently that fit the description. Last ones we remember were the late but not so great Orinda Systems refrigeration unit, and some Merriman blocks that had a minor problem. Who knows, maybe we're not looking hard enough for them?

But if you're asking us to run tests on various products, we don't think you really appreciate how expensive serious testing costs. It costs several thousand dollars, for example to get an independent agency to measure the safe working load of a new snap shackle. Obviously neither *Latitude 38* or any of the other magazines can afford this kind of investigation.

There is one publication, *Practical Sailor* that does product reviews on the basis of low-budget testing. Unfortunately we feel because of some poor tests and hypothesis on their part, that some darn good products and companies have been unfairly maligned. It's gotten to

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LETTERS

the point where we confidently buy products Practical Sailor rates among the worst of their kind.

So pardon, if you will, our neutrality until such time as we come across products we know well enough to comment knowledgeably on.

□ STRANGE MOTIVATION

I'm finally getting around to writing you after more than two years of reading and thoroughly enjoying your magazine. Though I've wanted to write previously just to lavish praises for a wonderful publication, I'm usually not so motivated. So, as soon as I spotted something in the March '83 issue's Calendar that needed to be brought to your attention, I immediately set to writing, lest the motivation leave me.

The Horizon Charter seminars Calendar Listing under March 23 read, "April 30-May 1 — Women's classes taught by and for the opposite sex". As part of our ongoing consciousness raising about equality, we shouldn't refer to women as the "opposite sex", except possibly when making a direct comparison to the "opposite" sex. This may seem like a trivial thing to some, but the only way we're going to change the world is little by little (exception: nuclear holocaust).

Keep up the very well done work. I'm still thinking of subscribing but I hardly ever read any of the other magazines I wound up subscribing to. Yet I do read 38 from cover to cover. I'd hate to spoil it by subscribing. At least I patronize your advertisers while looking for my free copy.

Steve Goodman
Santa Cruz

Steve — "Women's classes taught by and for the opposite sex" means that men would be teaching women sailing for the benefit of men. Doesn't it? Sometimes our consciousness is so low these things pass right over our heads. We'll work on it.

□ WEAR IT IN GOOD HEALTH

I appreciate your service to boaters through the Crew Lists. Thank you for another great program at Metropolitan Yacht Club. I was a delighted winner of a *Latitude 38* t-shirt!

Sharon Dickinson
San Rafael

□ CLUTTER ON AIR

A tour of duty at the San Francisco Radio on Yerba Buena Island has proven to me that many of those using their radios waste too much time on their transmissions when their call to another vessel is not answered.

"This is XYZ 123 — no contact with XXX 345 — out". Read that aloud and time it — you have wasted at least ten seconds telling everyone on the air what they know already.

What is not known is that Radio San Francisco is constantly receiving everything that is broadcast from Monterey, Bodega, Mare Island, Rio Vista, as well as Channel 16 and 21.

In case of an emergency the watch stander must sift through all this "garbage" in order to hear what is necessary. With all going at once, sometimes it becomes quite a trick.

Ed Sunter
Mill Valley

Ed — Thanks for that revelation. We hadn't realized you had your ears quite so full.

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26' Columbia	11,500	36'5" Pearson Ketch	78,000 ★
27' Coronado, outboard	14,500 ★	37' Irwin	65,000
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LETTERS

SCHUMACHER 31

A CUSTOM YACHT AT PRODUCTION COST

WE'RE GOING WHERE THE WIND BLOWS 100 M.P.H.

There's a bumper sticker cruising around town that says "There's nothing new, in Newport". Well this isn't California, but Newport, Oregon, so you can believe it!

Just the same old stuff going on here. Same old great crabbing in the bay. Same old outrageous charter boat fishing and scuba diving on the reefs. Same old offshore sailing along the beautiful Oregon coast. Same old available and inexpensive moorage. This kind of same old stuff suits me fine, but not having a new issue of your mag is killer!

Our only copy, that I personally swiped from the guy who stole it at the Portland Boat Show, has been filched! Must have happened when several fishing and sail boats moored at our docks during the last 100 mph blow. Whenever the weather gets real snotty, many skippers will leave their permanent slips and tie up here at South Beach Marina. It's the most protected place on Yaquina Bay. Our charter fishing and brokerage office is filled on those gloomy days with boaters who pour over the same old sailing and boating rags we keep on hand. We've never lost one of them, but my *Latitude 38* was heisted immediately! "Shit happens".

So how about putting something new, in Newport, guys! Like a new box of *Latitude 38*'s every month.

"We'll gladly pay freight, cause your magazine is great". Thanks.

Steve Swan
South Beach Chater & Brokers
Newport, Oregon

Steve — You got 'em coming!

MORE ATOMIC NEWS, AND EVEN BETTER

In the Letters section of your April '83 issue there appears a query from Eleanor Livengood, Santa Ana, asking for maintenance manual information on the Atomic 4 engine.

Is there a way you could advise Ms. Livengood, and maybe your neighboring dealer, of this ad below, just seen in the May National Fisherman?

"Atomic-4 Service Manual — new comprehensive (125 pp) with photos, step-by-step information on maintenance, tune-up, winterizing, overhaul, exhaust systems. \$19.85 plus \$1.15 postage. Seacraft Publications Ltd., 55 Charles St. W., Suite 1404, Toronto, Ontario, Canada M5S2W9."

If it were a common problem, maybe your readers would like to hear of this outfit, though I know nothing of the publications' quality or value.

Good luck All.

Bob Simmons
Alamo

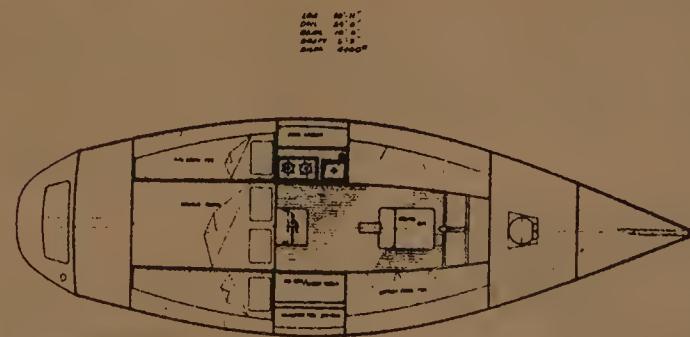
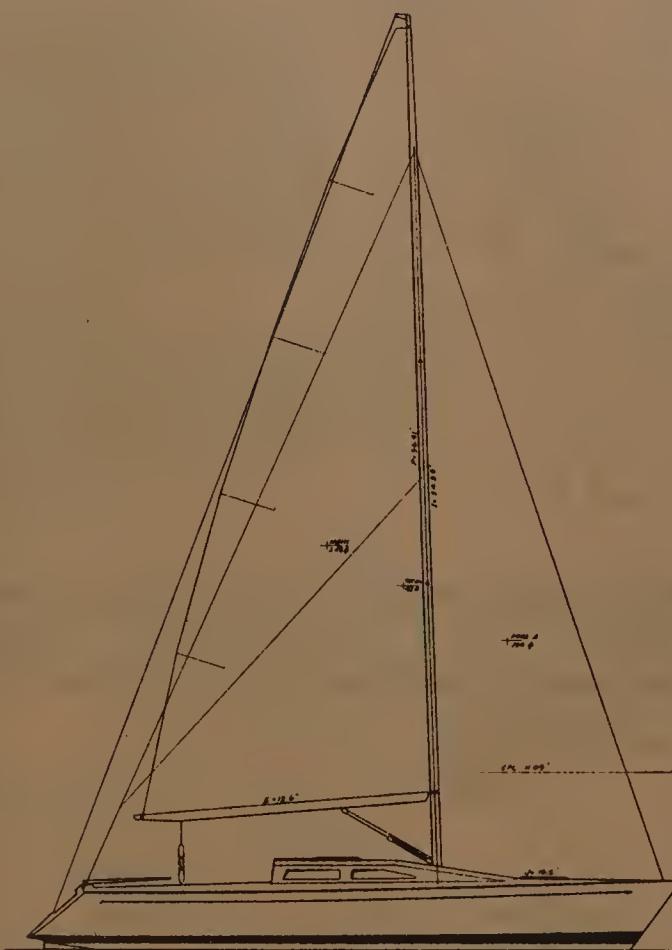
Bob — Great work, thanks for that information. You were the first of about eight readers who gave the same information about this promising sounding manual.

IN FACT, HERE'S ONE OF THEM

Regarding the letter from Eleanor Livengood of Santa Ana inquiring for a maintenance manual for her Atomic-4. National Fisherman carries the following ad:

"Atomic-4 Service and Repair Manual. New comprehensive (125 pp) with photos, step-by-step information on maintenance, tune-up, winterizing, overhaul, exhaust systems. \$19.85 plus \$1.15 postage. Seacraft Publications Ltd., 55 Charles St. W., Suite 1404, Toronto, Ontario, Canada M5S 2W9."

Having been involved with an old wooden sloop for quite a



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VISA

LETTERS

number of years, a 24-foot Danish double-ender, we find *National Fisherman* to be our primary boating magazine with *Latitude 38* a close second.

Have not done much serious cruising other than jaunts to Pillar Point, Drake's Bay, and the Delta, but being a ham we also do some vicarious sailing on 14313 KHZ. Will be on the lookout for some of the "Changes in Latitudes" folks there.

One last item. Would just like to mention that your magazine has been improved by backing off from four letter words for the sake of four letter words. Adolescence fortunately passes.

Peter Nielson, WEMQY
Pacifica

Peter — We're still pretty juvenile, and haven't really backed off from four-letter words — people have just been using them less in the '80's. Punks are beyond it, preps are beneath it, and everyone else is too mature — we suppose.

□ MISUNDERSTANDING

I have several distribution points in my area where I can distribute a minimum of one hundred copies of *Latitude 38*. It is my understanding that this is at no cost to me. The points that I have in mind are the yacht clubs and marine supply stores in Kenosha and Racine, Wisconsin, as well as Waukegan, Illinois.

If the expected response to the distribution is favorable, we could always increase the initial number of one hundred copies. I first saw your publication in Honolulu last July, and again in San Francisco last September.

Willis R. Johnson
Kenosha, Wisconsin

Willis — Oh no, no, no, no! We'll supply good distribution points in Northern California with all the magazines they want free of charge. However outside of the area where readers can reasonably be expected to respond to the advertising messages, distributors have to pick up the UPS freight charges. It comes to about \$6 for a bundle of 25. We'd like to give *Latitude 38*'s out free all over the world, but it just doesn't compute economically.

□ ACR'S RAY OF LIGHT

Product malfunction and service follow-up can be a major concern and too frequent frustration for cruising sailors, and tales of good product support are rare. Our recent experience with ACR Electronics Inc. was one of those rare good ones and may be of some interest to *Latitude 38*'s numerous cruising readers, especially those outfitting cruise boats.

Our masthead strobe, ACR Electronics Model #612, failed on our Hawaii passage last summer and attempts to get specialized parts and repairs in Hawaii were unsuccessful. We wrote ACR in Florida with a description of the Honolulu service shop's diagnosis and parts requirements, and headed for Tahiti, pessimistic that we'd ever solve the problem 8000 miles away and virtually out of communication with the manufacturer. Upon our arrival in Papeete, however, a letter was waiting from Mr. George Woods, ACR Marketing Vice President, affirming ACR's support of their products in the field wherever they might be. He stated that they were sending a replacement unit to our California forwarding address — the best solution they could offer to our relatively simple but very distant field repair problem. Last week we received the new replacement strobe.

This is the only gear failure we've had in a year of offshore cruising. We appreciate ACR's faithful support of this product and hope it is typical of the marine industry.



AUTHENTIC ITALIAN CUISINE... IN YOUR OWN GALLEY

The BALTIC RESTAURANT AND BAR In Point Richmond serves the best Italian food this side of Florence. For our boating friends we are now offering complete dinners to go. If you call us by 4 p.m. the day before you go out on the Bay, you can pick up delicious seafood dinners, veal, pasta, or even pizza the next morning before you sail away. Just pop our containers into the oven at dinner time and you'll think you sailed to Italy.

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LETTERS

We remain enthusiastic *Latitude 38* readers along with virtually every other English speaking cruiser in French Polynesia, fed by regular monthly doses from generous friends in California whose donations are circulated amongst the cruising fleet.

Kellogg and Diana Fleming
Yacht Swan

□ TAKE US WITH YOU — PLEASE!

We're gonna' cruise the Med this summer. Do you buy freelance — you know, pictures of sun, sand, sheiks, half a bikini, and some copy to hang it together?

Roger Bentley
No. Hollywood

Roger — Sure we do. Send a SASE and we'll drop you a copy of our editorial guidelines.

□ OOPS!

Three cheers for the news that there is someone in Congress looking out for our interests. In last month's *Loose Lips* section, you reported that Rep. Don Young of Arkansas has introduced legislation exempting boats 65-ft and under from having to carry MSDs. We should all urge our local politicos to support Young.

By the way, as Young's former congressional campaign manager, let me say that it was a hell of a lot more grueling running the campaign in Fairbanks than it would have been in Little Rock. In other words Young is from Alaska, not Arkansas as you stated.

Enclosed is ad to trade rubber gear for cruising gear. Goin' cruisin' again. Yippee!

Burnett
Unicorn
Sausalito

□ NEW TO US. MAYBE TO YOU, TOO.

I wish you wouldn't call it that.

A "Milk Run" is an easy kill. "Milk Run" suggests the mindless destruction of a feeble enemy. "Milk Run" is a term conceived by men who denied the consequences of their task in order to make it seem easier.

Why preserve the conceits of the last war?

Anyway, a passage at sea ought not to be taken lightly.

Kevin Brown
Palo Alto

Kevin — To demonstrate how bright we are, we thought a 'milk run' was some repetitive route such as an old time milkman might have. It turns out that's not right, but neither is your "mindless destruction of a feeble enemy". According to our World Book dictionary, milk run is slang for "a routine flight, especially a short reconnaissance or supply mission". Until there's further evidence of a negative connotation, we think we'll stick with the term.

□ ASKED THE WRONG PERSON

I have been an avid reader of *Latitude 38* for the last two years. It is the best sailing publication I have read in years. Thank you.

The reason for writing this letter is to inform you of the injustice done to my wife, Jeri, and I by the U.S. Coast Guard. I hope there is some way to warn all boaters of the Coast Guard's lack of experience and training when it comes to Search and Rescue.

If you will take the time to read over the letter dated 8 December 1982, and Jeri's statement, this will explain some of what happened on 30 November 1982. It was quite a day. What started out as a sim-

FLOAT A BOAT LOAN



Cruise on over to Great American Federal and talk to people who understand boat financing. Bill Chapman, president of our San Joaquin First Federal Division, is the owner of the Contessa 43 "Bones VII," and a member of the San Francisco Yacht Club and the Stockton Sailing Club. He's made sure the rest of us understand the boat owners' needs. So, give us a call: Ron Brown or Harvey Woolf at (209) 948-5311.



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LETTERS

ple tow job almost lost us our home. After three months of investigating — or so they say — the C.G. stated they were not responsible for any of the damage to *Night Wind*. I have also enclosed a copy of my rebuttal.

Is there any advice you can give that will help boaters in the future?

Thank you again for such a wonderful publication and keep up the great writing.

Michael P. Scheller
San Francisco

Michael — As best we can determine from your side of the story, the Coast Guard did you no injustice. And if you insist on the "legal involvement" you threaten them with, we heartily recommend you stop far short of the Supreme Court.

First of all, given the marina diagram and wind direction that you indicate, you should have been able to sail into the harbor and then drop your hook. This would have effectively solved just about all your problems. The two-inch dent in your rail should serve as a good reminder to get this basic bit of seamanship down pat.

Secondly, there is absolutely nothing unusual about the Coast Guard having you buoy and release your anchor and rode, in order to take you in tow. Buoying an anchor line is done all the time in the course of normal sailing. If you did it in such a way that caused yours to be lost, you should also practice this aspect of seamanship. And if some unfriendly boater decided to steal all but your buoy while you were gone — well that's sailing. But in either case it's absolutely preposterous to be asking the Coast Guard (i.e. taxpayers) to buy you a new anchor, new line, new chain, and new shackles. (And by the way, even on the Bay one anchor is not enough, for reasons that now must be quite obvious).

Thirdly, if you are admittedly short on experience, far be it from you to tell the Coast Guard skipper how to run the show. He's the skipper of his boat and it isn't your position to tell him how to operate his vessel. You asked for help, if you didn't like what was going on you could have released the Coast Guard vessel and waited for what you felt would be more suitable help the next day.

Fourthly, we suggest you think four or five times before asserting that that Coast Guard SAR lacks experience and training. Obviously you're completely ignorant of how many local sailors are living today only because of the valiant beyond-the-call-of-duty efforts of SAR personnel. Like all branches of government, the Coast Guard has its idiotic aspects, but when you run down SAR, you're wearing your ignorance like a sandwich board.

Our advice to boaters? Learn how to sail your boat well so you can be self-reliant. And if it happens you do have to ask for help, be grateful for it and don't whine about a Good Samaritan inflicted nick. No, the Coast Guard isn't perfect, but they certainly don't deserve what you're trying to dump on them.

MORE ON HAM

Thought you would like to see two articles relevant to yours regarding no-code Ham radio licenses [February '83, Sightings] that appeared in *World Radio News*, April 1983.

As you can see, the new no-code license exam will require more technical knowledge than the current technician/general class exam.

Also, the new license will not allow operation below 30 mhz, in accordance with international agreement. This renders amateur radio useless to anyone more than a few miles offshore.

The most popular amateur band above 30 mhz is two meters (144-148 mhz). This band is close in frequency to the VHF marine band, so it's not hard to imagine its range limitations. There are repeaters on mountain tops that extend that range, but there are no

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30' Ericson, must sell . . .	27,950
31' Trimaran Piver, new outboard . . .	24,950
31' Holiday yawl, 1962, electronics . . .	19,950
32'6" Pearson Vanguard . . .	34,500
35' Pearson-Alberg, autopilot . . .	try 34,000
36' S-2, 11 Meter, 1981, center cockpit . . .	88,950
36' Islander, diesel, full elec., autopilot . . .	54,950
37' Hedley Nicoll trimaran cruiser . . .	33,000
38' Farallone Clipper, (Stephens), original owner . . .	64,900/Offers
41' CT 41 ketch, (2) from . . .	65,000
41' Downeast cutter, 1980, pilothouse . . .	97,000
42' Pearson 424, 1980, must sell . . .	try 142,000
42' Endeavour, 1980, center cockpit, trade . . .	159,000
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70' Ketch & Charter Corp. . .	295,000

Traditional cruising sailors can learn a lot from the Panda 40. After all, for years "serious cruising" meant little more than a series of slow days and damp nights on vessels with designs left over from Noah's sketchbook. Not anymore, at least not with a Panda 40.



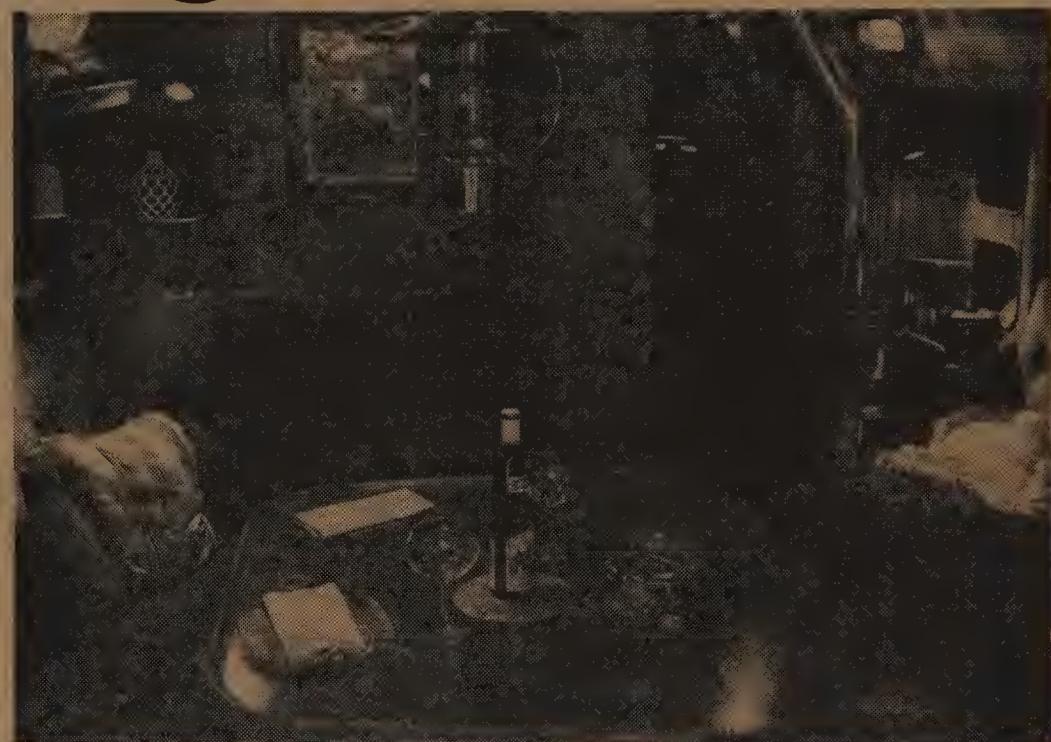
Learning to grin and bear it.

Recently, cruising has meant sailing something that was aggressively unruly and unattractive. Even today, these floating condominiums can be seen wallowing their ways to faraway places. Fortunately you don't have to put up with any of that nonsense aboard a Panda 40.

It may take some time, but you will grow to love a big roomy boat that still looks like a boat, and a traditional looking cruiser that will tick off the miles faster than a lot of air-weight racer/cruisers. The convenience of a warm dry place to live, a hot shower, a comfortable berth, a fully-equipped and useable galley, and an easily handled rig will all grow on you. So will the superb quality of the Panda, inside and out.

Pretty soon you'll be one of the smiling cruisers, rather than the grizzled salts. It will take some getting used to, so why not start today, by contacting your nearest Panda 40 dealer and learning how pleasant cruising is supposed to be.

Panda 40



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Seattle, WA 98199
(206) 285-1213

LETTERS

marine nets or anything close to what is available on the lower frequencies.

The second article illustrates the need for code. It is probably the most universal language. One, uno, eins, etc. are all the same when it comes to code; . . . —

By the way, propagation is not a buzz word, but simply a technical and universally understood term for the reason you can't talk there from here except at a certain time of day, or not at all. Because of the nature of radio, spanning the globe and crossing many language barriers, universal terms must be used for clear communication.

Don Melcher — WD6FGZ
Andreas Cove YC
Isleton

□ I GOT SOME SATIS-FACTION!

I am writing to express our satisfaction with Mahina Cruising Services Cruising Seminar, held at the Holiday Inn Marin April 9-10. The lecturers were John Neal and Sue Fredrickson, who also author the Milk Run articles.

The seminar was \$100/couple. Being behind schedule and over-budget on our own cruising preparations, we were reluctant to part with the money and make the long drive from San Jose, half suspecting that the seminar would be nothing more than a glorified bull session. We were very pleasantly surprised to find it well organized, very educational and completely professional. It was worth much more to us — or to any prospective cruisers — than it cost. The emphasis was on material not commonly available, and topics included finances, tropical illnesses, a very valuable priority equipment list, mail arrangements, etc. There was quite a lot that we would not have otherwise learned until too late.

Virtually everyone who attended (60+), owned a boat and was planning to cruise. A pre-printed synopsis and lecture notes containing all the vital data made extensive note taking unnecessary. Also available at about 1/4 the cost of originals were chart reproductions of the entire West Coast to Panama, Hawaii, and the South Pacific to Australia. (Chart savings alone more than paid for our seminar).

I would highly recommend a weekend with John and Sue for anyone planning to cruise — the sooner the better as much otherwise wasted time and money will be saved if you know how to do it right the first time.

We rate the Mahina Cruising Seminar five milk bottles.

Scott Soper and
Teresa O'Kane
Different Drummer

□ EXTORTION

Your Loose Lips column of April referred to the German couple and their trial in the British Virgin Islands. As the enclosed Caribbean Boating article makes clear, their "conviction" and consequent loss of their beautiful boat — which I saw on a recent visit — might be interpreted as "legalized extortion" rather than a deserved penalty for criminal action. Indeed, "questions linger".

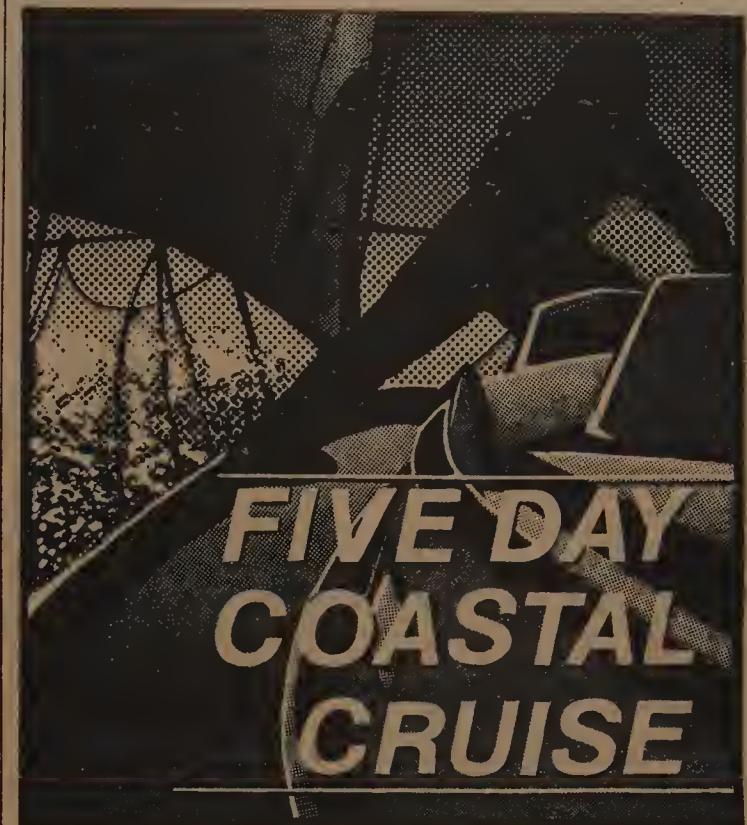
Incidentally, my American hosts in the British Virgin Islands agree completely with your comments on St. Thomas. Neal Pernochet's description of the facts as "a know-nothing ugly American diatribe" conveys more information about his feelings than the situation there.

Enjoy your sparkling magazine.

Ken Moody
Santa Cruz

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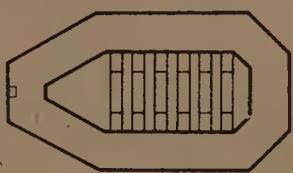
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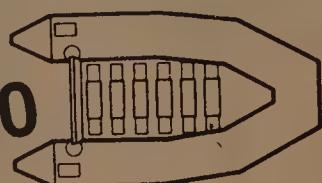


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LETTERS

April issue.

In PHRF I *Killer Duck* and *Lois Lane* tied on number of points and number of firsts. *Killer Duck* had more second places and won the series. Enclosed is a picture of George Creamer's Wiley 34. Crew included Muts, Tom, Mike, Jim, Curt and others.

Other Corinthian YC Midwinter winners are also included for your May issue. Better late than never.

A reader

Reader — We suspect the reason you "missed" the Corinthian Mid-Winter results is because we didn't print them — and several of the others. Unfortunately there simply is not enough room to print all the results of all of the races. In retrospect, however, we feel we may have erred in leaving the Corinthian and other Mid-Winters out. Stick around and see if we don't improve by next year.

□ CLIPPER 'SLIPS'

With great amusement and little interest, I read of another effort to build a bloody Clipper ship [Volume 70, page 178]. A beautiful ship to look at — I believe all sailors hold square riggers dear to their hearts — but as the article points out, Clipper ships were a dangerous and cantankerous breed of ship, continually overpressed and usually undermanned. They sailed with unheard of speed, managing to capture most all of the sailing records to be had in their day. Also well recorded, but not as widely publicized, is the fact that these ships took many good sailors to their graves. Dear old Cape Horn collected her share of both ships and men, usually during the gale wracked months winter, spring, summer and fall. (She does have a reputation to uphold after all).

As regards an IOR-type yacht — which I assume refers to modern yachts with a fore and aft rig — breaking the New York to San Francisco record of eighty-nine sailing days, let's get a few things straight. IOR-type yachts already hold most of the sailing records once held by Clipper ships, including the new 'round the world record' of 120 sailing days set by the Dutch yacht *Flyer* in the last Whitbread race. Modern ocean racers need not stray far off their course rhumb line to find the wind they need, due to their far superior windward ability. Just pull in the sheets and take it on the nose. It is this fact that puts every Clipper ship record in jeopardy, because an extra one to three thousand miles sailed even at 12-15 knots adds up fast. Just ask the mates who have strayed more than a bit off course during the legs of the Whitbread races. It's a rare gamble that hardly ever pays.

As to the "ballyhoo" of Connors, Turner or Blackaller, I am not in a position to compare. But I do know some fine blue water racers with names like Blake, Rietschoten, Tabarly and the late Rob James. They would make the old Clipper Captains heave to with envy, with their ability to run across the Southern Oceans at speeds over 25 knots in yachts that the Clippers could have carried in their holds. And without having to worry about what thirty-five lean, mean, hungry sailors might be up to — compared to eight to fourteen sailors of today's modern ocean racers.

The three reasons the New York to San Francisco record has stood for so long are: 1) the Panama Canal; 2) lack of a well-organized race by a well-known yacht club; and 3) lack of sponsor interest in a record-breaking attempt. Barring that the record should fall beforehand, I propose this: that the American Clipper Trust get their nice, shiny new *Sea Witch* in the water. Then after they have made some of that 50 million, we'll make a little bet. Maybe two million. Or five million if we have to make the passage in winter, because it's hard work beating ice off the rigging and besides the mates might want a bit of spending money once we make San Francisco. Then we'll start a maxi IOR-type yacht and the *Sea Witch* together at the

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LETTERS

Statue of Liberty and finish under the Golden Gate, the only sailing directions reading "Hold Cape Horn to Starboard". (I like simple sailing directions). Then after 15,000 miles, we might just get a new record but more importantly, a lot of B—S— would be settled once and for all. And think of all the stories to be told on those rainy nights at the club!

Gary L. Hoover

Not a lot of sailors have raced around Cape Horn. Gary Hoover is one of them.

□ DEAR MS. KLEIN

I read religiously the *Latitude 38*, as most of us do.

I hate to be categorized as a stickler for detail, but having kept my *Vagabond* in Gashouse Cove in San Francisco at the time that Bill Trask got her, *Chip* — this was at the time that Larry Kohler and I learned to sail together, I just hated to see the little *Chip* called a double-ender. Particularly as there is a picture of her on page 131.

The little *Chip* was as you say a V-bottom *Vagabond* design by Ed Monk; there were several of them on the Bay at that time.

I did enjoy your article and please keep the good work up.

I have not yet had time to read the current issue, but I shall get at it shortly and see if there is another good article by Ms. Klein.

Dick Miller
Dick Miller Boats
Sausalito

□ WHAT LIES SOUTH

I would like to extend my appreciation to everybody involved who had a hand in organizing the Crew List Parties earlier this month. As one who was looking for a boat in need of crew, I thought they were very successful. Hopefully, some of my leads will turn out.

Also my gratitude to John Neal for an astounding slide trip through Polynesia! The beauty of these islands is inexhaustible, and seldom seen by those who have not been there. Old desires die hard!

Having grown up in Puerto Rico and the Virgins, and after seeing what lies ahead — south actually — I have reaffirmed my commitment to warmer latitudes. *Latitude 38* and the Crew List may help me make it happen. Thank you again!

I dig your new logo! Any t-shirts for sale?!

If this gets in print: Hello to some new friends I met at the Sausalito Cruising Club, Fran Calder and Rick Kowell!

Steve (unreadable)
Palo Alto

Steve — Thanks for the good words, and the best of luck to you.

*If you didn't win one of the new, improved *Latitude 38* "roving reporter" t-shirts, you can purchase one for just \$1.50. Only \$1.50? That's right, \$1.50. Unfortunately "handling and shipping" are another \$8.50. So send \$10, your size, and choice of spinnaker red or tropical ocean blue.*

□ REAP WHAT YOU SOW

On the unsolicited behalf of my fellow racing and Crew List members, I would like to thank *Latitude 38* for helping unite sailors of every persuasion and the members of the Sausalito Cruising Club for the warmth, friendliness and hospitality at the recent Crew List Party. I'm sure many others will also reap future pleasures from the chance to make and renew sailing friendships *Latitude 38* and the Sausalito Cruising Club so graciously provided.

Count this as a vote of confidence in what *Latitude 38* is doing for its Crew Lists, and a pat on the back for the Sausalito Cruising Club.

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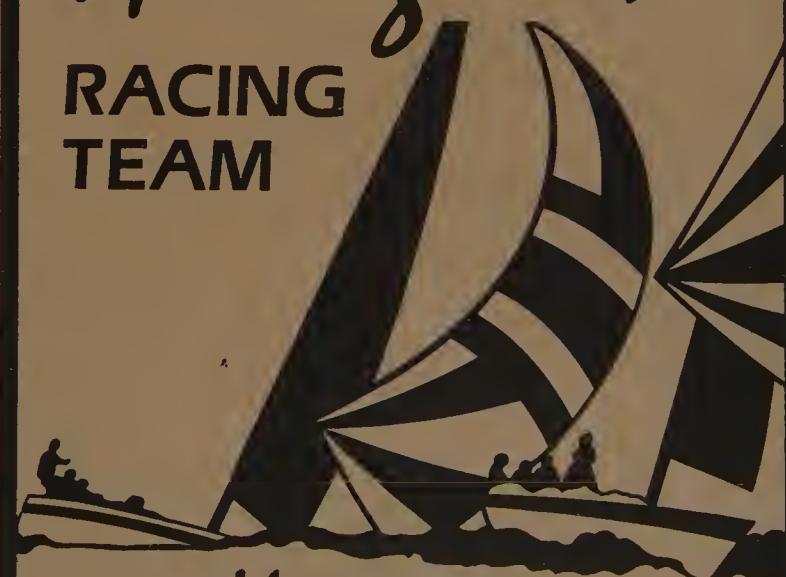
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LETTERS

I'll think fondly of you both on the water!

Wishing smooth sailing and a safe, warm harbor to all.

Fran (Of the great pate)
San Francisco

Fran — If you missed the party at the Metro YC in Oakland, it was pretty great, too.

□ I WAS IMPRESSED

I am writing this letter for the same reason that I am writing the book about my "70 days lost at sea" — because I care about cruising people and am concerned that they understand that preparation before heading out can make all the difference between having a safe, enjoyable cruise or a disasterous, miserable one.

April 9th and 10th I attended the Offshore Cruising Seminar put on by Mahina Cruising Services at the Holiday Inn in San Rafael. The seminar was hosted by John Neal and Sue Frederickson — "two and the same" as have been responsible for the "Milk Run" articles featured in *Latitude 38* the past few months.

I think that we've all been to a few seminars where you left wondering why you'd even bothered attending, and begrudging the registration fee. Most definitely, such was *not* the case in this instance. Everyone that stumbled out of the door, dazed after two days of being bombarded with information, knew that they had certainly gotten their monies worth.

The seminar covered all of the following in great detail: boat selection, cruise planning, outfitting, maintenance, navigation, First Aid, international considerations, and much more. John Neal obviously knows his stuff and gave forth a wealth of knowledge that was organized, structured, and presented with a comfortable, open attitude. Sue Frederickson offered the 'woman's point of view' toward cruising — something that needs to be brought up more often. She is an RN and an experienced cruiser, and covered everything from seasickness to Jungle Rot. Extensive coverage was provided in the notes for conservative and safe procedures for common physical problems.

Speaking of notes, a complete print-out of the course content with a lot of extra handouts included came with the class. I know we all said "thank God" for that — with the volume of facts and experiences that flew around that room, no one could have remembered it all.

Everyone had a chance to ask questions and voice problems particular to their plans and their craft. There were a lot of experienced yachtsmen attending, and I was impressed that John and Sue had so many answers to their individual questions. 70,000 miles of Pacific Basin cruising expertise was being shared with others planning their offshore voyages. There was a lot of talk about the latest outfitting equipment available, where to get it, its pros and cons, etc. that gave important insight into just what's happening in the cruising world.

The only complaint that I heard after it was all over was that it wasn't *long enough*. If you set sail prepared, I hope that will be your only complaint after your next cruise.

If you missed the boat and let Mahina Cruising Seminar sail by, make sure you're aboard next time. It will undoubtedly save you time, money, and maybe even your life.

Still cruisin'
Dawn Crystal Gaston
Glen Ellen

Having barely survived a 70-day passage from San Francisco to Hawaii as crew, Dawn Gaston can rightfully lay claim to being one of the world's greatest authorities on ill-prepared voyages. She was the subject of a *Latitude 38* Interview last year.

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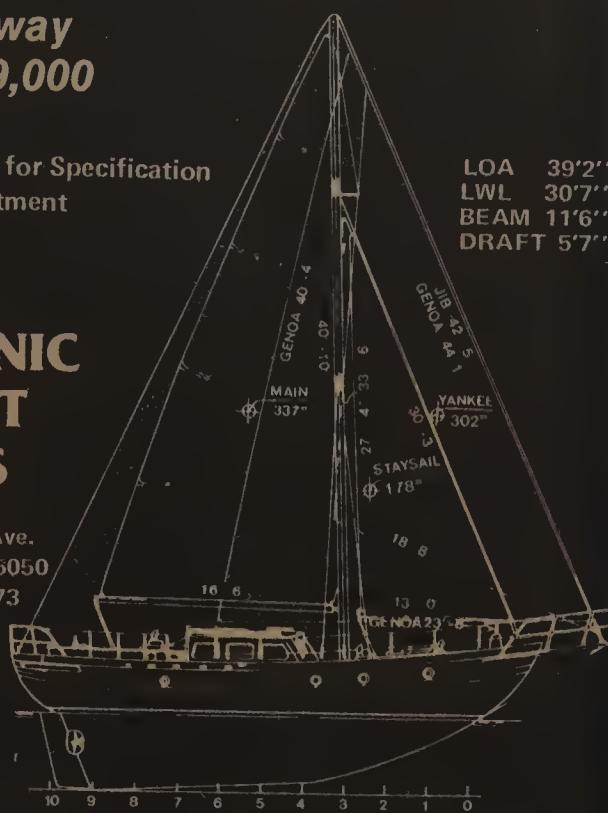
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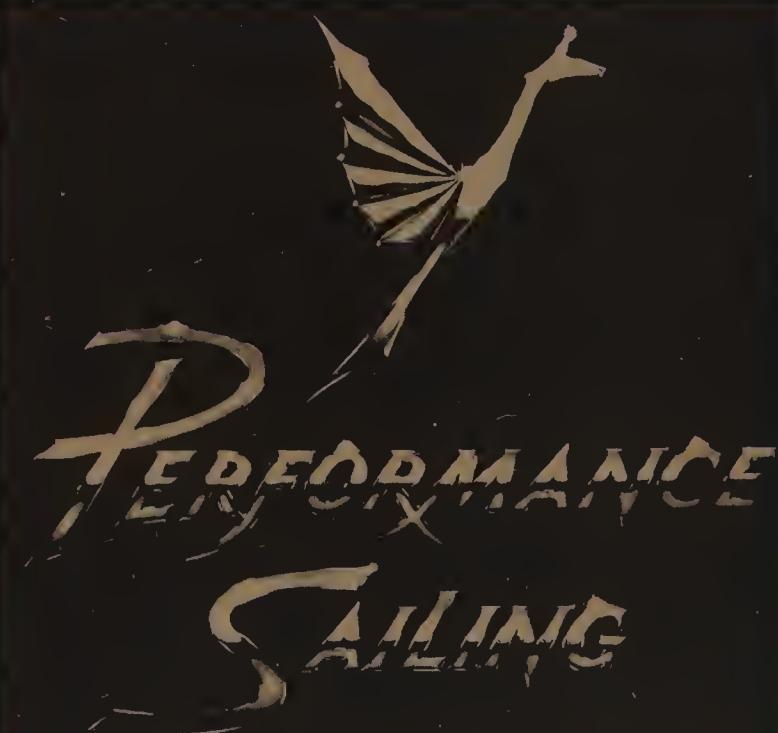
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LETTERS

□ ATTENTION FELLOW TRAVELLERS

I would like to make contact with owners of Rhodes Traveller 32's. The principal objective is the exchange of information on modifications, maintenance, etc. If anyone has knowledge of the owners of other Travellers, I would like to receive that information. Thank you.

Louk Wijsen
Mechaih
P.O. Box 9157
Berkeley 94709
(415) 652-3526

□ THERE WILL BE A QUIZ ON VOLUME 71 THIS FRIDAY

Do you know what happened with protest between the Express 27 and Santa Cruz 27 concerning the anchoring incident at Crissy Field you described in the Sightings section in the March '83 issue?

Downing Smith
Alameda

Downing — You're getting behind in your reading. On page 107 of Volume 70 it was reported that the Santa Cruz 27, Hot Flash, was chucked out of the race.

□ ME DREAMS

I was reading the March copy of *Latitude 38* and noticed in the Letters column a letter from Al Troelstrup of Oakland. He mentioned a pterygium which you said was an imbalance in the eyes caused by either too much or two little sun. Not true.

Since working for Dr. Pickel I thought you would be interested in what a pterygium is. It is a triangular thickening of bulbar conjunctiva on the cornea with apex toward the pupil. In the progressive state the growth extends toward the center of the cornea and should be surgically removed. Doctor has been doing this procedure for years.

I really enjoyed reading the rag sheet during me breaks and when I want to dream.

Ann E. Ocheltree
Medical Secretary
Sacratomato

Ann — It was we who were speculating that pterygium might be caused by too little or too much sun. Fortunately Stuart Seiff, M.D., removed the clouds from our eyes with his letter on page 53 of Volume 70.

Looking for a place to speak your sailing mind? This is it, the Letters section of *Latitude 38*. We try and print all letters that aren't terribly libelous, and ask that you sign your name — we'll withhold it if there is a good reason.

Letters that are brief and to the point are our favorites, but ramble if you must. Please don't feel you have to say anything nice about the magazine, in fact we wish you wouldn't waste space with that. Unless otherwise stated, we assume all letters we receive are for publication.

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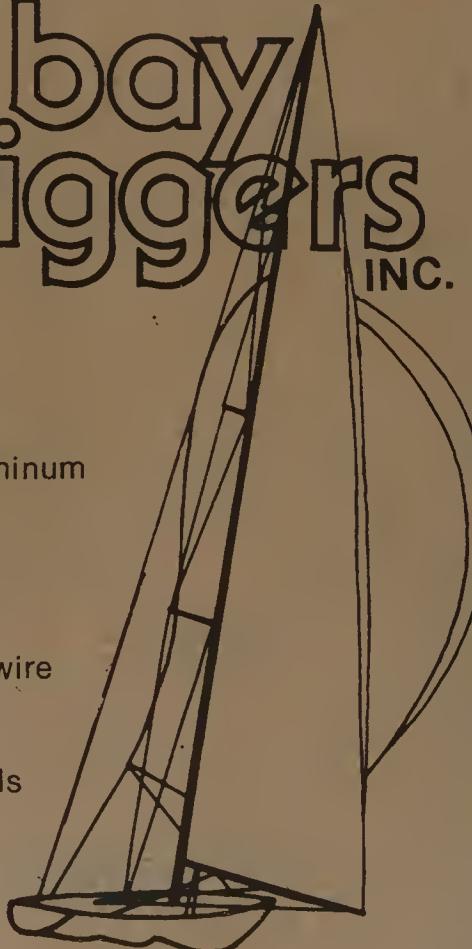
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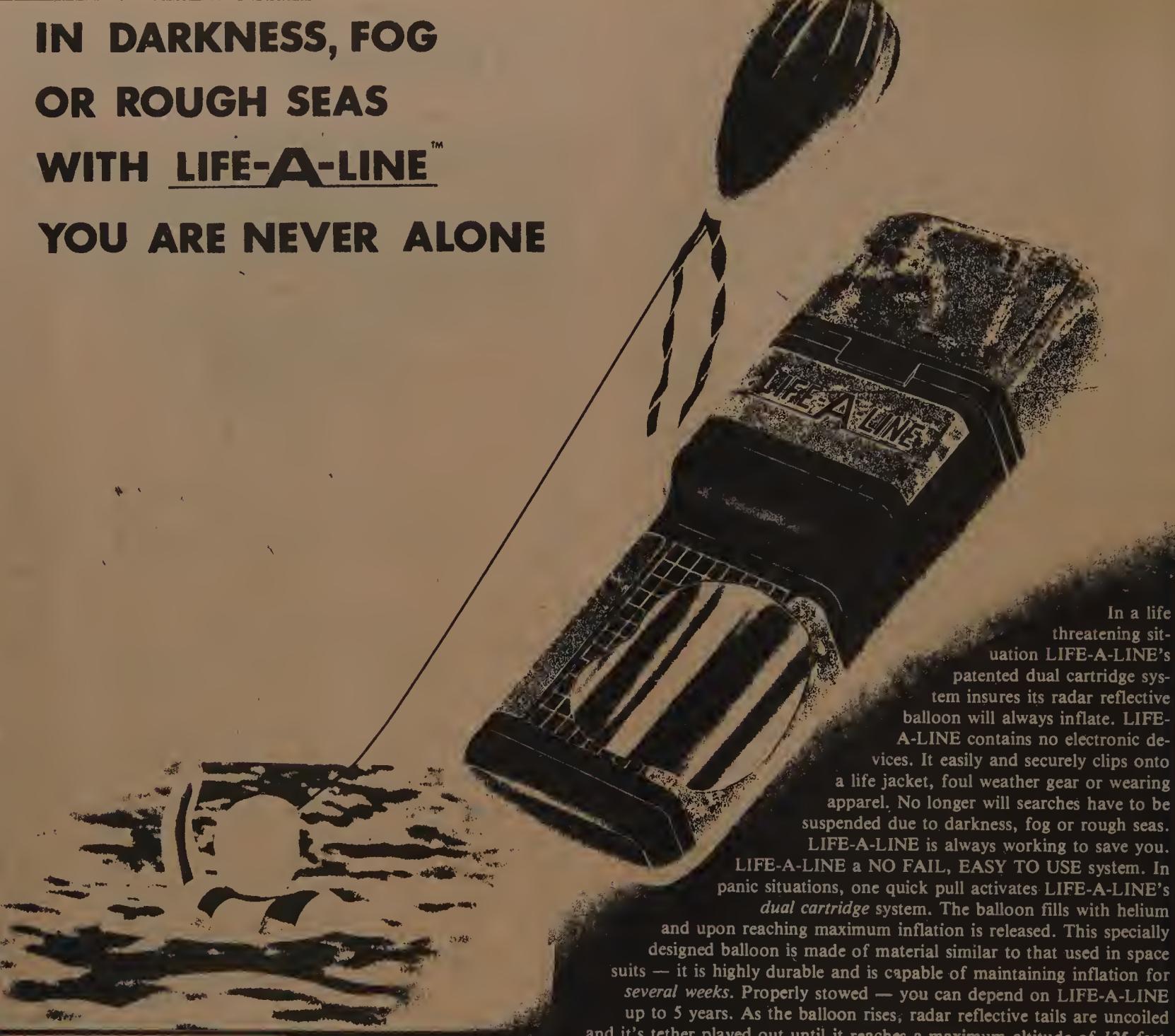
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LOOSE LIPS

Mark Twain said:

"There isn't a parallel of latitude but thinks it would have been the Equator if it had had its rights."

from *Following the Equator*

When there isn't a lighthouse, you go ahead and make one. In an interesting side note on the *Retaliation* rescue story this month, Coast Guard Auxiliarist Richard Dobbs reports that at 11 p.m. the Lone Star Cement plant turned off the lights on its well-lit tower in Davenport. This had unfortunate consequences for the crew of *Retaliation*, which in the stormy conditions was using the cement plant tower as a point of reference to help the Coast Guard cutter find them. When the importance of the lights was relayed to Dobbs, he quickly tracked down the security people who readily agreed to turn the lights back on. For their perhaps lifesaving cooperation, Lone Star Cement will receive an Auxiliary Letter of Appreciation.

If *SI* says so, we should too.

Spotted in a recent issue of *Sports Illustrated*: a favorable book review of Tim Severin's *The Sindbad Voyage*. It's about Severin's 6,000-mile voyage retracing the steps of Sindbad the Sailor from Oman to Canton, China. His craft was an authentic reproduction of Sindbad's *Sohar*, a teak craft stitched together with thread made of coconut husks. Severin reports it was terribly unseaworthy. Nevertheless the story and photos are supposed to be worth the \$17.95 charged for the book.

Another book, one we mentioned last month in *Loose Lips*, is the *Navigation Rules, International-Inland* which is required onboard all boats over 12 meters (39.4 feet). We told you you could get it in Washington, D.C., but this month we found out you can also get it at the Government Printing Office Bookstore, 450 Golden Gate Ave., Room 1023, San Francisco, Ca. 94102. The number there is 556-0642 and it stills costs \$6.50.

"There is not so helpless and pitiable an object in the world as a landsman beginning a sailor's life."

Richard Henry Dana
Two Years Before the Mast

Rule of thumb #532.

According to Rich Lay of the National Weather Service, wind warnings are a function of the millibar gradient difference between San Francisco and Sacramento. Therefore, by listening to weather stations in both cities, you can figure out the approximate wind velocity. The rule of thumb is: a differential of 2.5 to 3.5 millibars means small craft warnings. If the differential is greater than 3.5 then expect gale warnings.

April 28th marked the 194th anniversary of the mutiny on the *Bounty*. This great sea epic continues to enthrall people; Hollywood has already made two feature films about it and there's talk of a third. This year, both the fans of Fletcher Christian and his mutineers as well as those of Captain Bligh made a special event of the date.

Descendants of Christian living here in the Bay area and friends of the mutineers gathered at the Sausalito Cruising Club on the 28th to show slides and film of modern day Pitcairn Island, where Christian and his crew eventually settled. They also burned a model of the *Bounty*, as the Pitcairners do every year, ate food made according to Pitcairn receipes, drank mutiny grog, and in general carried on.

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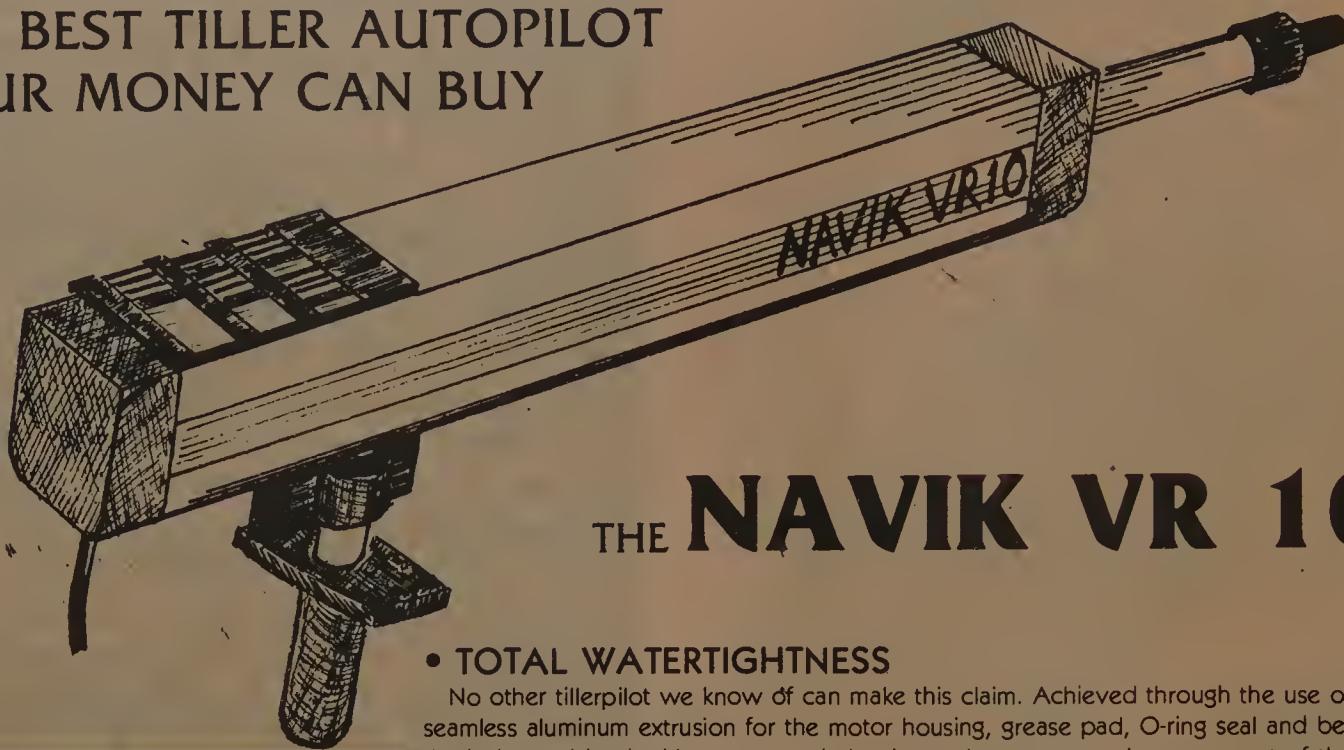
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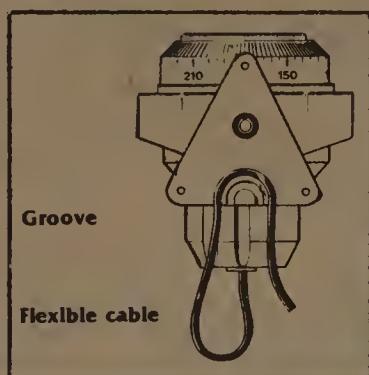
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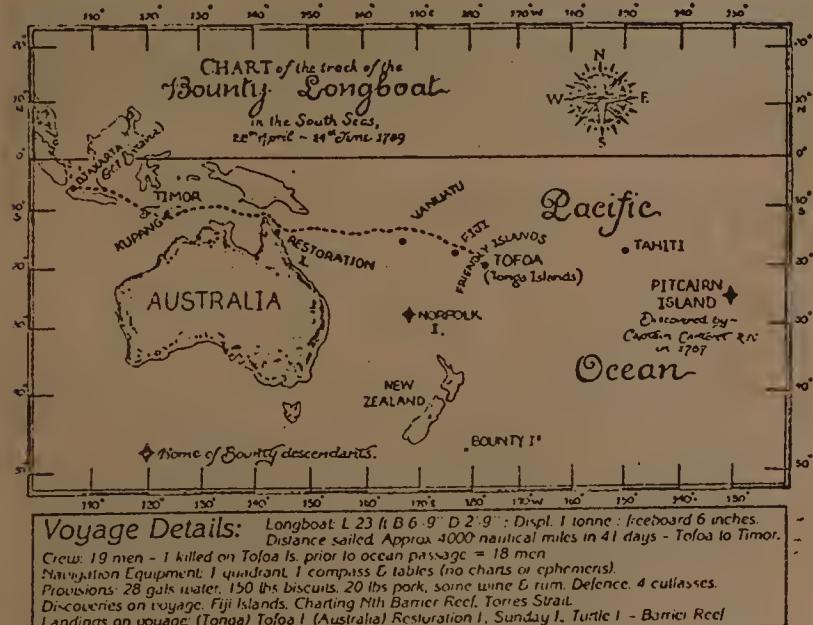
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LOOSE LIPS

The organizers of Mutiny Day all traveled to Pitcairn in 1980, where they found the people (there are now only 48 living on the island) warm and generous. Part of the purpose of the Sausalito gathering was to increase awareness of the island and help keep their tradition alive.

Meanwhile, on the same day but only off the Tonga Islands in the South Pacific, a group of adventurers, led by Captain R. William Bligh-Ware, started a different celebration. Bligh-Ware is a direct descendant of Captain Bligh, who was perhaps suffered one of the worst cases of bad press in history. The crew of the *Mutiny* obviously didn't like him. They threw him off the ship near Tonga. While the *Bounty* sailed east, Bligh headed west in a 23-foot long open boat with 18 loyal seamen. Without charts and using only rudimentary navigational equipment, Bligh successfully transited 3,800 miles in 41 days, delivering his crew safely (except for one who was killed by natives on Tofoa Island) to Timor, south of the Philippines.

In honor of Bligh's extraordinary feat, Captain Bligh-Ware and eight others started a reenactment of that voyage on the 28th. Using



just a watch, sextant and boat compass, they will retrace Bligh's course. They will also conduct several research projects. For one, the crew of *Child of Bounty* will drop 500 drift cards carrying a \$1 reward at selected points along the way in an effort to determine long term mean circulation in the equatorial Pacific.

Bligh, in spite of his reputation for the *Bounty* episode, was actually quite an impressive seaman. He served with Captain James Cook in the Pacific and was personally responsible for charting the Hawaiian Islands, the northwest coast of America and the Bering Strait. He discovered the Fiji Islands on the longboat journey. Later he served successfully in naval battles and was described by Lord Nelson as "my second in the battle (of Copenhagen), and entitled to much honour". He was eventually appointed a Fellow of the Royal Society for his contributions to Science, Exploration and Navigation.

Are you sure?

In a press release from the Sunfish racing class about their 1983 midwinter championship, we couldn't pass over the name of the race committee chairman. How you'd like the title *Evel Screws, Jr.*?

Gary Mull and Carl Schumacher, two of the Bay Area's better

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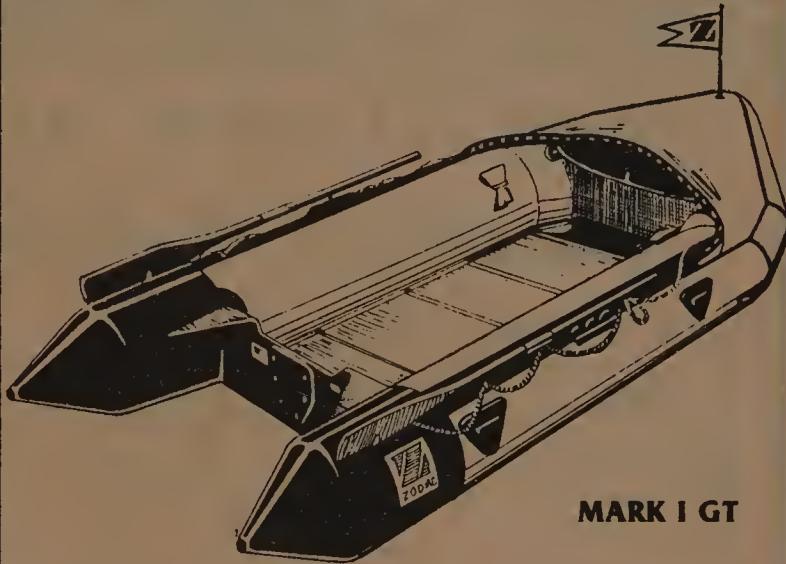
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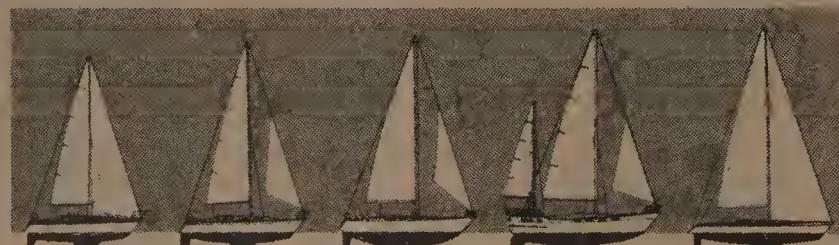
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LOOSE LIPS

known naval architects, were recently appointed to the measurement rule committee for the Midget Ocean Racing Club, an international association for boats 31' or less. Oakland's Mull, in addition to his IOR and 6 meter designs, drew what is described in a news release by MORC as "perhaps the most successful MORC boat of all time, the Ranger 26". He also designed the Santana 22 and Ranger 23. Schumacher is responsible for the ULDB Express 27 as well as the Capo Bay 26, one of which took third in last year's MORC international regatta.

More to come. From what we could tell, the two Crew List Parties were a surprising success. Over 400 folks showed up at the Sausalito Cruising Club, and about 325 at the Metropolitan Yacht Club. Good people, too.

We'd like to thank our very gracious hosts, the Sausalito Cruising Club and the Metropolitan YC of Oakland who made it all possible by donating their facilities. A special thanks also goes to the folks at the Sausalito Cruising Club who provided a huge selection of hors d'oeuvres free of charge.

Other thanks go to Pusser's Rum who made sure everyone had got a 'pain-killer', and that almost everyone got some kind of door prize. For you folks who haven't tried Pusser's, give it a go. We used to drink Mt. Gay. Also providing door prizes were John Pryor of China Basin Charters and Gene del Vecchio. Thank you.

And last but not least, thanks to John Neal and Sue Frederickson who gave their South Pacific slide presentations.

We hope all who attended and all who are using the Crew Lists have great luck and find the vessel of your dreams.

When's the next Crew List Party? Well that will be a year from now. But due to the success of these two parties, we'll be holding another one late in September for everyone about to jump off for the season in Mexico and the South Pacific. That's the time of year everyone is making last minute preparations to take-off, and all the boats from the Pacific Northwest and Canada are in town enjoying the end of our summer.

We'll pretty much just follow the same format of Pacific Marine Supply's 'Cruising Kick-Off' which is held just a month later in San Diego. Watch for details.

Flash! Les Whitley, who lives on his sailboat in Tahiti, reports the following west coast boats damaged during cyclone Veena: Maurius Ivollela's Westsail 32, *Emmirius*, originally from San Francisco, which was blown over while hauled out; *Milrose*, Millard & Rosemary Woull's 45-ft Sea Wolf ketch, originally from South Lake Tahoe but now hailing from Guam; *Sigrid*, Dennis Halvorsen's 30-ft sloop from Friday Harbor, Washington; *Novema*, Gene Well's Force 50 from Los Angeles; *Sea Quest*, Richard Johnson's 35-ft ketch from Long Beach; and *Suntui*, Bill Brown's 28-ft Cape Dory sloop from somewhere on the west coast.

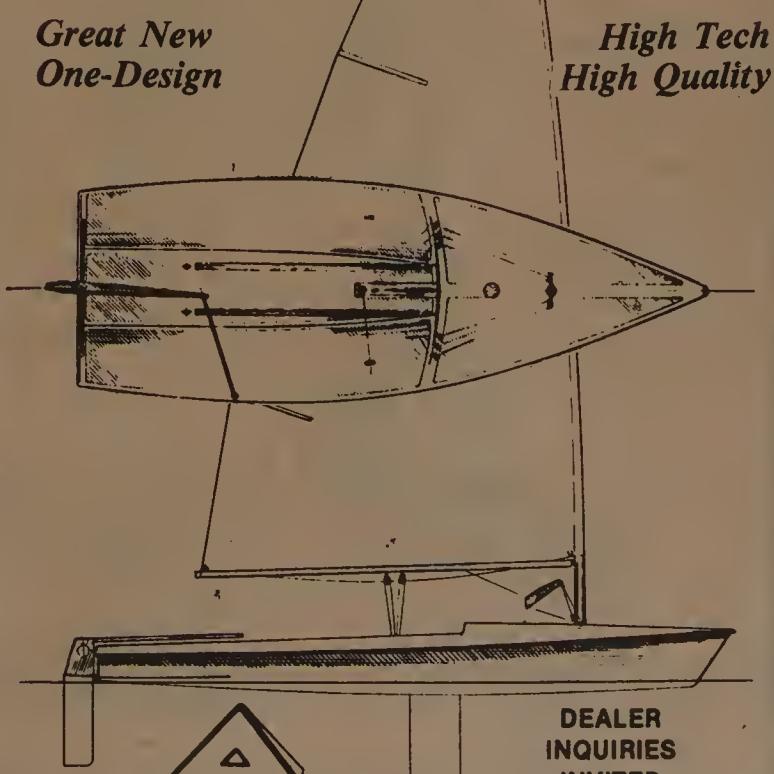
All boats were either on the reef or the beach — except for *Emmirius*, which was in the boatyard. All are believed to be repairable. The French government is being extremely helpful to boatowners. The local French Navy yard has set aside a big area with power, a crane, and all necessary facilities for yachts to be repaired. They are trying to help all owners.

This report was passed on by Bob Jensen. See the larger story on *Veena* in this issue, and look for more details next month.

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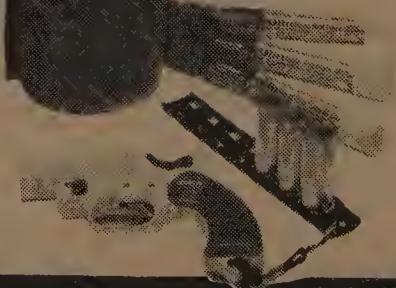
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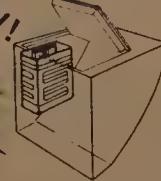
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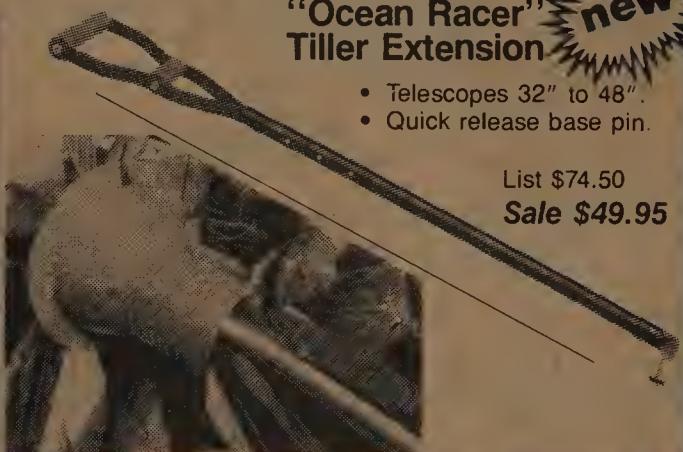
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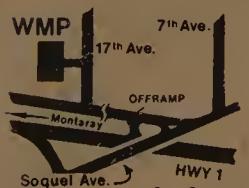
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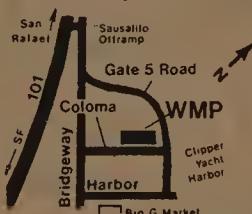
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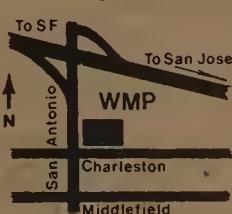
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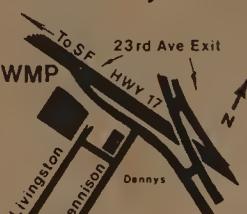
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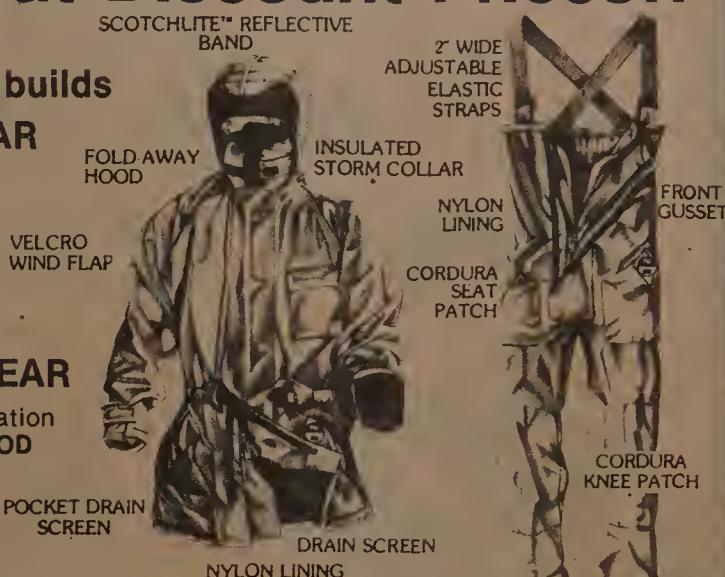
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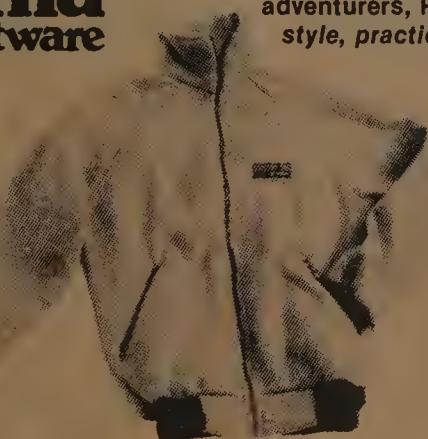
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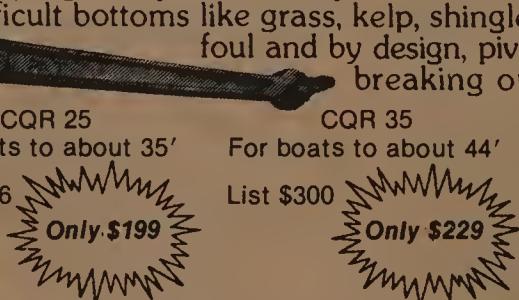
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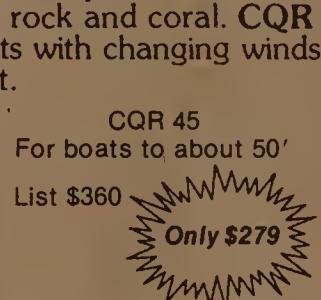
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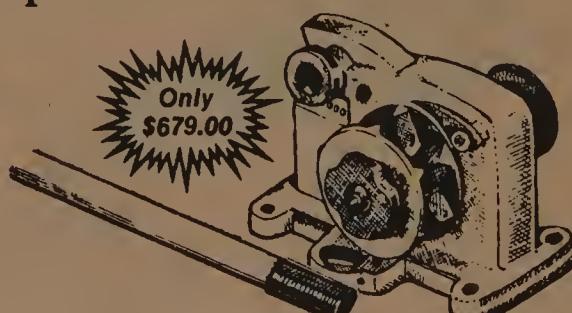
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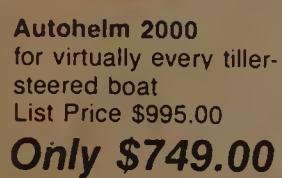
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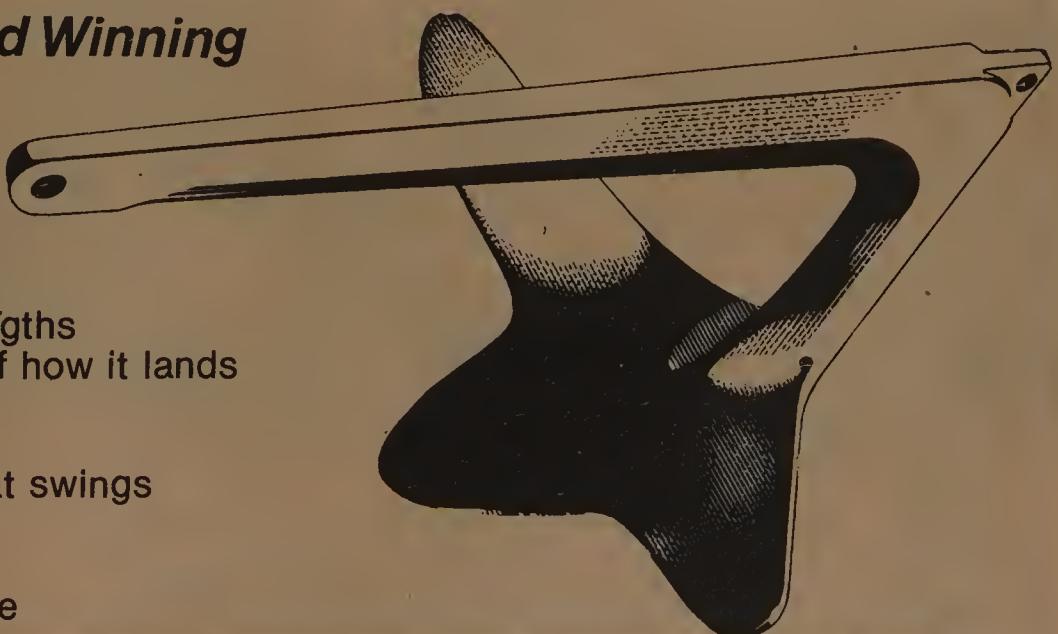
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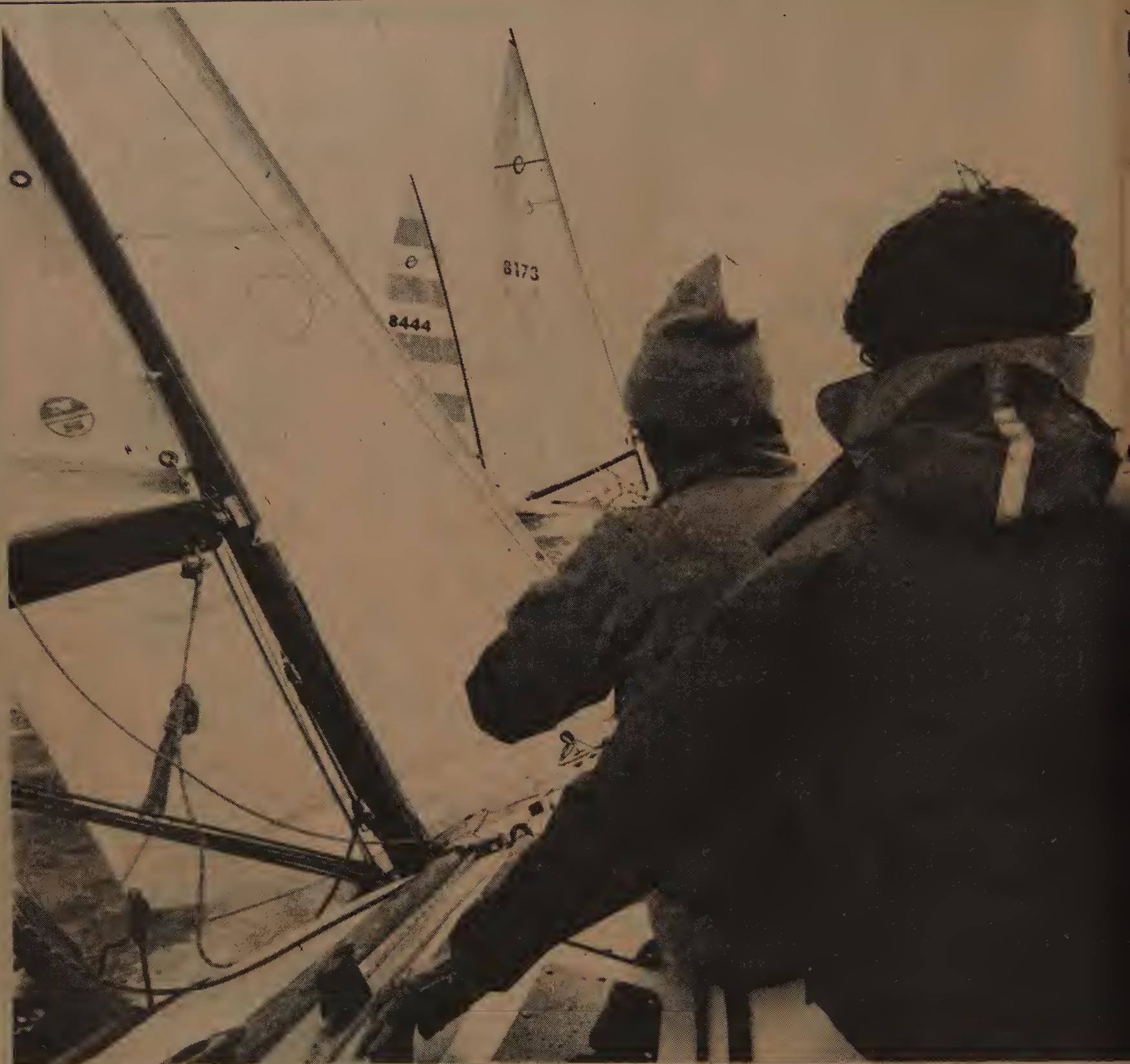
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30 seconds to the gun

Photographer/sailor Frank Pedrick took this shot onboard Roy Falk's *Locomotion* during the April 9-10 Express 27 NorCal championships. Judging from the look of things, it must be about 30 seconds to the starting gun.

south bay opens up

What's going on in the South Bay? That's what we asked ourselves when we heard about their Opening Day celebration on April 10th. We tend to think of this region as a wide expanse of water where it blows stink in the cont'd on next sightings page

sign of

We've heard of baseball games being called on account of rain (and this year snow), but you rarely hear of ocean races being called because of too much wind. This year's April 23rd Doublehanded Lightship race, from the City Front out to the Lightbucket and back, suffered just that fate, however.

The starting sequence had already commenced when the race committee heard that the Redwood City weather station was call-

south bay - cont'd

summertime and you always have to watch out you don't run aground in the mud. Of course there's much more to the South Bay than that, so here's a little bit of what we found out.

This year's Opening Day festivities were sponsored by Redwood City's two yacht clubs, the Sequoia and Peninsula. Their members come from the four harbors scattered along the Redwood Creek. Pete's Harbor, Docktown and the Peninsula Marina, all private, are west of the turning basin, site of the municipal harbor. There's a 40-foot deep ship channel leading into the basin, where barges and large ships come in to pick up cement, scrap metal and salt. Locals say there's adequate water as you go up the creek, although getting in and out of Docktown in less than a half tide can be iffy.

Ruth Lincoln, who owns the Irwin 37 *Great Escape III*, docks at Peninsula Marina and serves as the rear commodore for Peninsula YC. She's a feisty redhead ("Our vice commodore Louis Mallette has got the vice and I've got the rear!") and she needed all her energy to organize the Opening Day parade and onshore parties. The day started with fizzes and brunch at Sequoia YC followed by the decorated boat parade in the turning basin. Then it was back to Sequoia for the awards presentation and finally a pot luck dinner at Peninsula YC.

"Our Bay Today" was the parade's theme, which prompted several boats in the 50+ fleet to don raingear apropos of our recent wet winter. It didn't precipitate on the parade, but a cold westerly breeze kept the appearance of eye-catching swimsuits, such as the one pictured here, quite brief, much to the chagrin of the onlookers. The music provided by a band called Just Friends, was terrific, and they played on the deck of a 40' houseboat long after the paraders hustled back to their berths. Some spectators lined the shore to listen to the free concert, while the sounds bounced off the empty walls of Seaport Village. This white elephant commercial development was



the times

ing for gale winds outside the Gate instead of small craft warnings. Race chairman Paul Mazza decided to cancel. Most of the fleet was thankful, although a few entries on bigger boats and a vocal woman on a J-24 hooted the decision.

Mazza was aware that a lawsuit has been filed over last year's Doublehanded Farallones race, in which four people were lost. A news story on KPIX-TV on the day of this

cont'd center of next sightings page



supposed to be the South Bay's Pier 39, but so far it has yet to serve a single ice cream or sell a solitary geegaw. Reportedly there is a new owner who will finally get the project moving forward.

Ruth says that some people say the South Bay gets boring to look at after a

cont'd on next sightings page

SIGHTINGS

south bay - cont'd

while, but the sailing is fine. For a short daysail you can cruise up to the San Leandro Bridge. For an adventure you can make it up to San Francisco and back in a day, given the right tides. Ruth's made it all the way to Raccoon Straits and back in one day with judicious use of an ebb up and flood back. The South Bay danger is the San Bruno Shoal between Coyote Point and San Leandro. You also need a corrected compass to find your way home when the fog socks in.



An entry in the South Bay Opening Day parade.

The new season marks the emergence of at least two new organized sailing groups on the South Bay. One is the Nameless Yacht Racing Association, or NYRA, which is sponsoring keelboat racing on both the east and west shores. The NYRA replaces the previous South Bay YRA, a group that has become pretty much defunct. Nick Kluznick, one of the organizers of NYRA, says their membership includes the Ballena Bay, Coyote Point, Palo Alto, San Leandro, Spinnaker and Sequoia yacht clubs. They have common race instructions, but each club sponsors a race on their own course. Kluznick reports 98 boats signed up for the season, and their first race was held on March 19th. You can reach Nick at 852-7530 (w) or 326-9763 (h). [See the Calendar section under "Spring and Summer series" for the rest of the NYRA schedule].

The other new group is Los Gatos YC, which officially joined the Pacific Inter-Club Yachting Association (PICYA) on January 1, 1983. The club was formed in 1978. Many of their members — they number 50 and growing — are Peninsula residents who belong to Oakland's Metropolitan YC but were getting tired of always having to drive to the East Bay to go sailing. They don't have a clubhouse yet, but they meet once a month at Upperty's Restaurant and bring in guest speakers and show films. They also offer sailing classes to members on Lake Vasona in Los Gatos and also on the Oakland Estuary. For more information, contact P. Brien Wilson at (408) 257-2000 or Jeff Zarwell at (408) 292-8666.

Small boat sailing, especially on the lakes and reservoirs that dot Santa Clara county, continues to flourish. The San Jose and Fremont Sailing Clubs are hotbeds for boats such as El Toros, Banshees, Lido 14's, and Flying Juniors. The Fremont SC is based at Lake Elizabeth, where on May 22nd they'll host the El Toro "Bull and Belle" race for mixed couples. Call Chris at (415) 792-0341 after 4 p.m. to find out more.

The San Jose SC alternates between several lakes, including Lexington, Chesbro, and the new Lake Cunningham in East San Jose. They also go to Fremont and even the Oakland Estuary. The club, which has 150 members, also sponsors an El Toro race, this one called the "Pitch and Roll", a long distance event from Palo Alto to Alviso. The SJSC commodore is Pete

cont'd on next sightings page

sign -

year's Doublehanded Farallones reported that the widow of one of those four was suing the organizers of the race (Bay Area Multihull Association), the St. Francis YC (where the race started and finished), and several John Does to be named later. The amount she was suing for was unspecified.

We couldn't find out much more about the suit, except that the statute of limitations for a wrongful death case runs out after one year, so the case had to be filed before the anniversary of the 1982 race (April 10th).

that's right,

Commenting on this year's relatively weak turnout for Opening Day — about 1,000 boats turned out compared to last year's 5,000 — radio DJ Dr. Don Rose made the comment that the crowd was "small but diminished". Whether he meant they were diminished in size or in capacity, we don't

colin

The 7th annual Colin Archer memorial race for doublers drew 52 boats for the April 16th race. This contest honors the memory of the Norwegian designer who came up with the doublended lifeboat with outboard rudder. All the boats racing are descendants of that concept, although some have inboard Rudders.

Organizer Klaus Kutz reports the wind ranged from light to brisk, with ten boats unable to complete the course from Alameda to Angel Island and back within the deadline. Everyone proceeded to Encinal Yacht Club on the Estuary for party time and Kutz notes "there were no fights and no disagreements". Commendable behavior indeed.

Latitude 38 had planned a big photo spread, but that was before the photo boat

vroom,

If you've wondered how that device called your diesel engine works, here's a way to find out. On June 14 and 16 from 6:30 to 9:00 p.m. at BMW Marine, 1285 Embarcadero, Oakland, they're going to run a

cont'd

Whether or not the defendants will be served and made to appear in court remains to be seen.

For organizers of sailboat racers, though, the threat of such a suit may make them think twice about starting a race in rough conditions. We can't help view it as just another case of the law gone bad. Lawyers and the courts, once the defenders of freedom, now seem to become the most repressive entities of society..

dr. don!

know. With Dr. Don we're not ever totally sure anyway. He went on to say that he has the most beautiful boat in the world, referring to his Dufour 35 *Firz Class*. Like many sailors who work for a living, though, he regrets he doesn't spend more time out sailing. Even DJ's have boat owner's lament.

archer

died. Sorry gang, wait til next year.

Results: **Division 1** (under 30' with outboard rudder) — 1) *Marce*, Rudolf Schrader. **Division 2** (30'-35' with outboard rudder) — 1) *Alhena*, Kenneth Weller; 2) *Escargot*, Avedis Apostolo; 3) *Orn*, Lance Schoenberger. **Division 3** (35' and longer with outboard rudder) — 1) *Auroa*, John Walsh (also first to finish); 2) *Edward Bernard*, John Abbott; 3) *Ingwe*, Jay Gardner. **Division 4** (less than 35' with inboard rudder) — 1) *Walrus*, Gary Fitts; 2) *Felgoland*, Hans Roeben; 3) *Red Rover*, Stuart Sall. **Division 5** (over 35' with inboard rudder) — 1) *Ventana*, Jonathon Hunt; 2) *Restless*, John Geyer; 3) *Adios*, Ron DeVries. **Wooden Boats** — 1) *Ingwe*; 2) *Alhena*; 3) *Orn*.

vroom

seminar on that very subject. A couple of engineers from BMW's New Jersey plant will be there to tear down some engines, show slides and answer questions you may have. Call Alice at 436-4647 for more information.

south bay - cont'd

Blasberg, (408) 245-1434.

Speaking of Palo Alto, John Walters is the president of the harbor association there, and he's happy to report that they've been doing more dredging. This 100 boat harbor has been plagued by a shoaling channel for years. Now, Walker says, you can travel in and out for four hours on either side of a 5' high tide and three hours on either side of a 4' high tide. "We've increased the use of the harbor by at least 100%," he says with satisfaction. They've also paved the road from the local airport to the launch ramp to cut down the dust problem and are doing some landscaping. Even though they're not too big on depth at Palo Alto, Walker adds that they do have some width and there are some vacancies for trimarans up to 40'. Reach him at (408) 987-0784.

through the skin and the stomach

Bernard Moitessier, Bay Area sailors' favorite Frenchman, is building a new boat. It will replace his beloved *Joshua*, which was trashed in the destructive December storm at Cabo San Lucas. After going sailing with friends in Mexico after the disaster, Bernard returned to Richmond to find John and Ned Hutton, boatbuilders at Rich Wood's Sanford/Wood yard, already at work on his new boat. Bernard is naming the 33-footer steel cutter *Ileana*, after his wife. The Huttons are donating time and labor while Sanford/Wood is contributing space and logistics. The steel was also donated. The hull and deck are plated over already and Bernard is working on the mast.



LATITUDE 38/SIMON

Moitessier, the nautical philosopher who has enthralled hundreds of sailors with his gentle ways and extensive sailing knowledge, first came to notoriety in 1968. He was one of nine contestants entered in the first solo around the world race. Leading with more than half the race completed, Bernard dropped out, slinging his now famous message onto the deck of a passing freighter. He said he wanted to save his soul and therefore was going to continue sailing. He eventually dropped anchor in Tahiti.

cont'd on next sightings page

SIGHTINGS

skin and stomach - cont'd

Here's a more detailed explanation of his reason for abandoning that race:

When one has listened for months to the hum of the wind and the sea, to the language of infinity for so long — one is afraid of being brutally cast into the company of people, of having to listen to those empty vain conversations, that gossip.

I don't mean I have become better than them, I have simply become more different in certain ways.

What mattered before counts less now, even doesn't count at all. And there are things which were unimportant which now count a lot. Time and material things do not have the same dimension they had when I left.

When you have been rather deep inside yourself, when you have hugged the wide horizons which reach further than the stars, you don't come back with the same eyes, you think more with the senses than the brain. The brain deforms and falsifies. The brain is only useful for kissing loved ones.

The senses give everything its dimension and its exact contour, its true shaping and color. That is how I see things now, through the skin and the stomach.

sailing blind

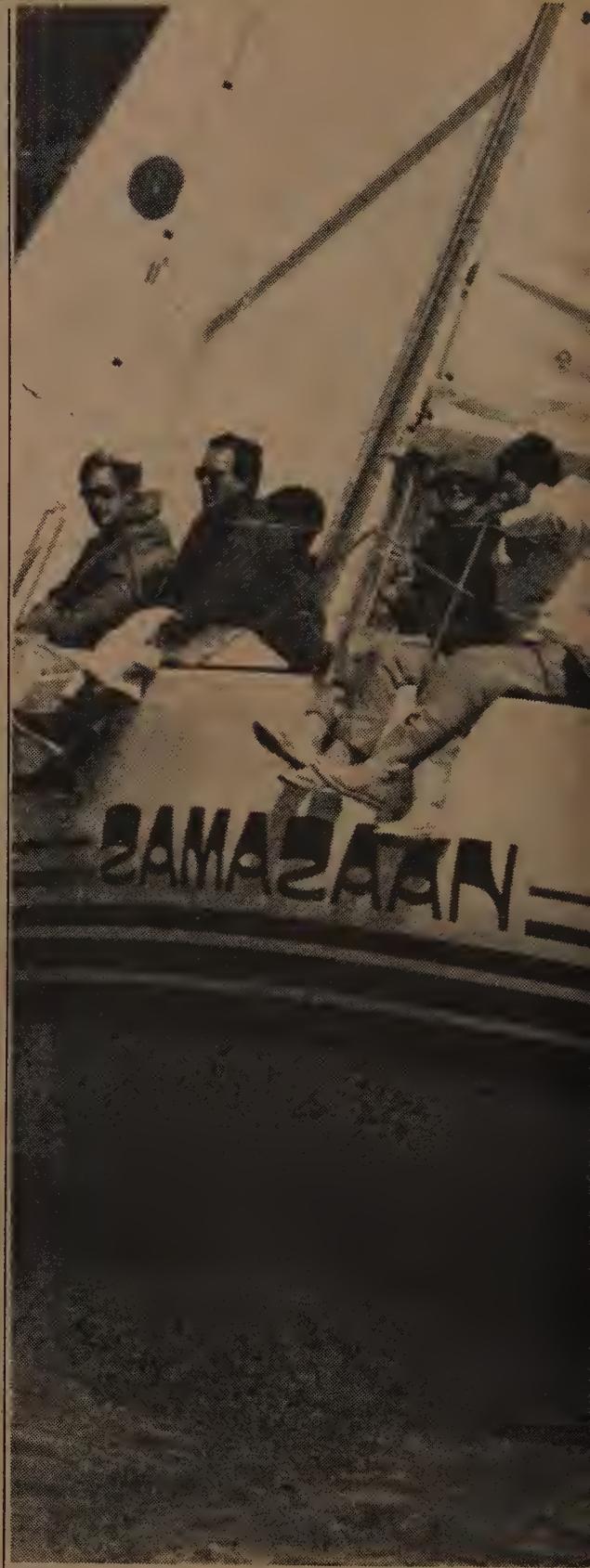
Hank Dekker has a dream, you might even say a vision. Hank's blind and deaf in one ear, yet he's also an accomplished sailor. This summer he plans to sail solo to Hawaii. Over the past two years he'd done considerable offshore sailing, both with others and alone. In August of 1981 he singlehanded from Morro Bay to San Diego and back. The trip to Hawaii is a logical next step, and he's gung ho to do it.

Hank used to work in sales and marketing, but when his blindness became too much of a handicap he dropped out of that business. He went to work for the S.F. Lighthouse for the Blind and started placing other handicapped people in jobs. Along the way he got the bug for sailing and found he could function quite well in the water by tuning into the vibrations and feel of the wind. He bought a boat, a 25-foot Seafarer Meridian pocket cruiser called *Dark Star*, and now he also owns Pier 38's Grey Whale Charters.

Hank's Hawaii trip is being sponsored by the Lighthouse for the Blind as well as the Metropolitan YC. He has friends at MYC who are chartering *Merlin* for the TransPac, which will leave Los Angeles on July 2nd. Hank plans to leave a week earlier realizing that the swifter race boats will beat him there. Once he gets close to the islands, *Merlin* will come out and greet him. Dekker will have some special equipment for the passage, including a speech capable Loran donated by Texas Instruments, and he's started to braille up the charts he'll need. He emphasizes that his trip is not a stunt, but rather an example of how someone with a serious handicap doesn't have to be disadvantaged.

Dekker will have company out on the Pacific in the form of Michael McKern, who recently sailed from the Marquesas to Hilo, Hawaii. McKern lost both of his arms 13 years ago and now has two prosthetic replacements. He, too, has singlehanded, or as he puts it "solo sailed". McKern eventually is headed for Alaska aboard his 35-foot sloop *O'Lehan* where he wants to get a license to operate a charter boat. He feels his sail across the Pacific will be a sufficient "demonstration of ability" that the Coast Guard says he lacks.

One final note, although not as positive as the above two. We received a report this month of a young developmentally disabled man who drowned while observing a group of handicapped youths cleaning boats as part of a work project sponsored by Oakland's Stepping Stones Growth Center. The young man had been referred to the program by another agency and was seeing if in fact he wanted to join when the tragedy occurred.



a poem

'A Sailing

Send me away
'A Sailing
On a beam reach
To Eternity
When my rigging
Gets old and failing
Send me out
On a following sea



slips through

Let me not sit
Adockside and mossy
Keep my fittings
Well greased and atune
Then buff up my sextant
For the long ride
To the leeward
Side of the moon.

© 1983 Steve Knudsen

once is enough for hank

Sausalito's Hank Easom, the fellow in the middle of Zamazaan's stern, can be found sailing on the Bay almost any weekend of the year. But when it comes to going out on the ocean, Hank leaves that to others — except for the Schoonmaker-Stewart Lightship race.

This year's version ran on April 2nd, and Hank helped his brother Bruce sail the Farr 52 to a fifth in the IOR Division 1.

Winner of the Lightship race was *High Risk*, Jim Mizell's Frers 40. After experiencing a slow start in her first season last year, *High Risk*, photo in centerspread next page, is beginning to show speed.

SIGHTINGS

rboc

Last year we ran a story on B.O.A.T. [Volume 60, June 1982], the Boat Owners Associated Together group which serves as a legislative watchdog to protect California boaters in Sacramento. Since that time, B.O.A.T. has become R.B.O.C., or Recreational Boaters of California. They've also elected a new set of officers. Currently serving as president is Vallejo's Robert Carden, with Norton Nelson of Southern California sharing the vice presidential duties with Santa Clara's Peter Nardini. Jerry Desmond remains the executive vice president and paid lobbyist working for R.B.O.C. in Sacramento.

The name change was a result of confusion generated by the similarity between B.O.A.T. and BOAT/US, a direct mail organization and federal lobbying group from Virginia. B.O.A.T.'s directors felt it would be easier to change their name than continually try to point out the differences in their work and that of BOAT/US.

R.B.O.C. now serves almost 40,000 boating families from all parts of California, keeping an eye on legislation in Sacramento and Washington that has a direct effect on boaters. They recently started publishing a newsletter, called the "News Brief" which goes to boating clubs and publication editors around the state. The newsletter highlights bills and issues which R.B.O.C. feels are important. Included are the names and addresses of legislators to whom letters should be written either in support or opposition.

On April 6th, the directors and officers of R.B.O.C. met in Sacramento to go over some 51 pieces of legislation. "Jerry Desmond has us do a lot of reading!" says Carden, a life long Bay Area fisherman and powerboater. Unanimity of directors is required for R.B.O.C. to either support or oppose a bill. If there is a disagreement, they just watch it as it winds through the legislative labyrinth.

There are several bills that R.B.O.C. is currently very concerned about. One is San Diego Assemblyman Peter Chacon's AB593, which would require operators of motor boats "and other boats propelled by machinery" to be licensed. There wouldn't be a test to get the license, but you could lose it if you were caught drunk at the helm. According to Peter Nardini, R.B.O.C. isn't quite sure what Chacon wants with the bill, so they're working to amend it or oppose it.

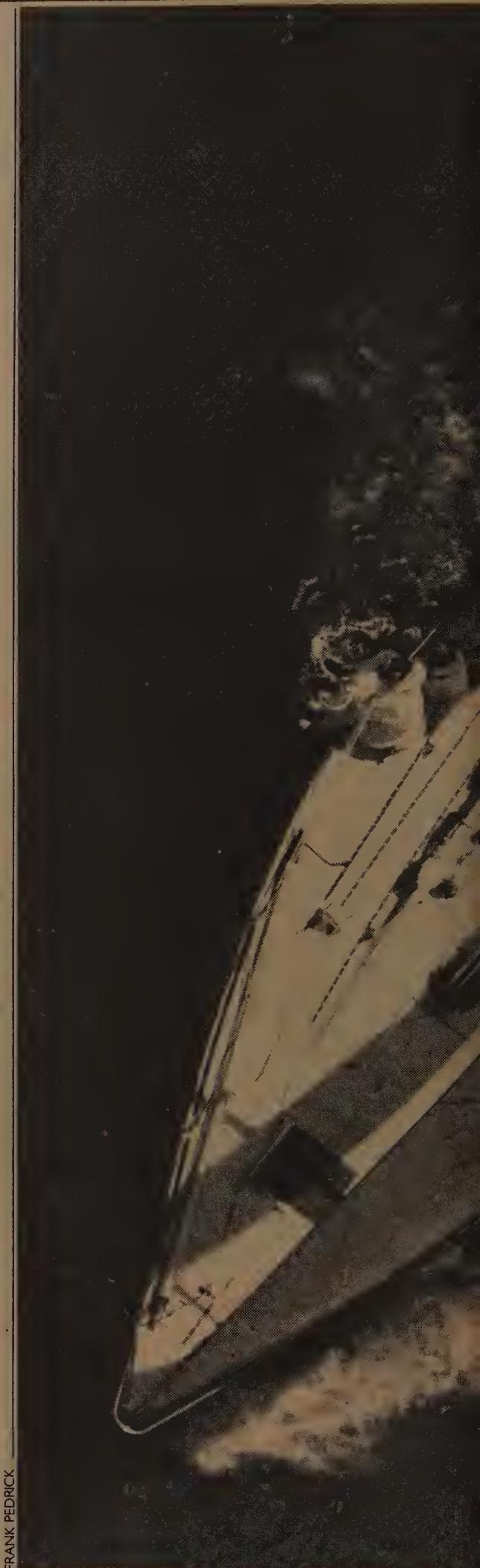
Another issue of concern is Senator Boatwright's SB1258 which could alter the makeup of the Bay Conservation and Development Commission. The bill redefines the qualifications for the chairman and other public members who make up about one-fourth of the total commission. It would permit government employees to be "public members" of the BCDC, which R.B.O.C. feels would create the possibility of eliminating all private citizens from the commission. "BCDC is already loaded with government people," says Nardini, "and we don't want it to become another government agency."

Also of major concern is AB1112, recently introduced by San Mateo Assemblyman Lou Papan. It would put an end to the state's policy of requiring public marinas to raise their rates so as to be comparable to those of private marinas in the area. The Department of Boating and Waterways (DBW) has been using this cudgel since 1979 as a condition for granting loans.

Robert Hoffman, president of the Redwood City boat tenants association and a director for R.B.O.C., has been leading the fight to get this "comparable rate" business thrown out. As an example of this legalized rip-off, Hoffman points out that the Coyote Point Marina has raised its rates 178% in five years! At the current pace, this leapfrogging effect of private marinas raising their rates and public ones having to follow suit will, Hoffman contends, drive many low and middle income family boaters out of the sport. Papan's bill would change the law so that public marina berth rates would reflect only what was needed for the facility to operate efficiently and pay off whatever debts were outstanding. As it is now, public marinas are more than covering their expenses while charging less than private marinas.

The net effect of R.B.O.C., then, is to make the lawmakers in Sacramento (as well as Washington through R.B.O.C.'s affiliation with the National

cont'd on next sightings page



FRANK PEDRICK

high above

rboc - cont'd

Boating Federation) aware of the fact that boaters want a fair shake. President Carden stresses that his job is to make it clear that boaters don't want special treatment, they just want to carry their fair load. "The legislators may think that they can take advantage of a special interest group like us and that we won't scream," he says. "But obviously we're learning how to make more and more noise and they've got to listen."

merlin and the transpac

First, let's put to rest two rumors, one of which has been on our minds for months and the other a more recent, almost historic event. Ever since the TransPac YC race committee changed the rules to make all entries in their biennial race to Honolulu rate 70.0 feet or less under the IOR rule, we've wondered if *Merlin* would go on the 1983 race. Bill Lee built this 67-foot flyer with only one thing in mind — to go fast and the rules be hanged. The result was a host of first-to-finish honors, including the 1977 and 1981 TransPacs. But *Merlin* always rated in the 90-foot range, so to make her legal for 1983, major changes, none of them speed enhancing, would have to be performed.

To cut this saga short, yes, *Merlin* is going on this year's TransPac. She's been chartered by a group of sailors from the Metropolitan Yacht Club in Oakland. She'll carry 3,000 pounds of lead on her deck and trim 200 square feet off her main and headsails in order to pass muster.

But even more noteworthy is that Bill Lee has sold his favorite steed to Dr. Donn Campion of Sunnyvale. Bill says he's ready to move on and try something new. Nevertheless it's hard to think of the sleek *Merlin* cutting through the water at breathtaking speed without Bill impishly seated on the stern in a deck chair, drinking a diet soft drink and greeting other boats as they sail by. Bill Lee is a magician, and he's proved it with *Merlin*. We're very curious to see what he'll come up with next.

Meanwhile, preparations continue up and down the coast for the TransPac, which starts on July 2nd. There are at least three new boats from Northern California that bear watching: Nolan Bushnell's 67-foot *Charley*, Jim Robinson's 38-foot *Wall Street Duck*, and Richard Nolan's *Pyramid 45*. Of the three, *Charley* has been in the water the longest, competing in the Cabo San Lucas race [see Fred Sampson's report in this issue]. Boat caretaker Chuck Hawley reports that despite losing to *Merlin* boat-for-boat, they were quite pleased. Chuck says they can average about 15 knots in a 28-knot breeze. They found *Charley* to be extremely tender, however, and are now having some of the keel weight lowered for added stability. May 2nd is the final deadline for fixing IOR ratings for the TransPac, and Chuck says they'll have *Charley* pretty well tweaked out by then. (Hawley happily adds that he will be going on the TransPac, having earned a spot onboard after his work in the Cabo Race).

More under the gun are *Wall Street Duck* and the *Pyramid 45*. Both barely made the March 15th deadline for being in ocean racing condition. *Duck* has been out sailing since then, winning the Montara-Farallones race on April 16th. SORC winner Chris Corlett will be the main driver on this boat. Commodore Tompkins has been helping prepare the boat. Both *Duck* and the 45 were built with the TransPac in mind, and should be strong contenders.

Moving south, we find that there are no less than eight Olson 40's going on the race. Considering the first hull was launched in September of last year, that's pretty impressive. Six of those boats are from Northern California, including Santa Cruz's *Notorious*, owned by Scott Pine. That's the same boat that was washed ashore at Cabo San Lucas in last December's dreadful storm. The other five are: Bob Lund's *Prime Time*, Lou Fox's *Spellbound*, Keith Simmons' *Prima*, Doug Draeger's *Outrageous* and John MacDonald's *Skimmer*.

Down in Los Angeles there are two more interesting entries we've heard
cont'd on next sightings page

high risk



transpac - cont'd

about. One is a new Nelson/Marek 68 being built by Dennis Choate and three partners. This could be *Charley's* and *Merlin's* main competition for line honors. We also hear that a group of Hawaiians would like to charter the Farr 68, *Ceramco New Zealand*. She was one of the outstanding performers in last year's Whitbread Around the World race. The prospect of all these fast 68-footers in the race — *Charley*, the N/M 68, *Merlin* and *Ceramco* — is quite exciting.

Slightly smaller and considerably heavier is Sparkman & Stephens 65 *Alaska Eagle*, which won the Whitbread race in 1977-78 and placed ninth in 1981-82 and is now owned by the Orange Coast College Sailing Academy. The TransPac will be a training run for Orange Coast students, offering advanced practice in offshore seamanship, celestial navigation, marine electronics, communications and weather phenomena of the eastern Pacific basin. Why didn't they offer stuff like this when we were in school?

maritime

Sausalito's Bay Model Visitor Center, at the foot of Spring Street, will be the site of the third annual Maritime Days celebration on May 7 and 8. There will be free displays and exhibitions of maritime activities, including boatbuilders, riggers, bottom painters, naval architects and chandleries, as well as contests and demonstrations of rope and wire splicing, windsurfing, rowing, sculling and sailing.

Also present and available for viewing will be the clipper *Pride of Baltimore* [see Sue Rowley's article elsewhere in this issue] and

perversion, tahiti style

If you've been losing sleep at night over the problem of trans-sexual prostitution in Polynesia, well, we can hardly blame you. We ran across an article in the February, 1983 issue of *Pacific Islands Monthly* magazine about this very subject. Polynesian culture has long tolerated men called *mahu* who act like women and excel at entertaining and domestic tasks. (You may recall a similar phenomenon in the movie *Little Big Man*, where the Indian tribe made no bones about one of their men acting like a woman).

The *mahu* are now evidently becoming a vanishing breed, according to the *PIM* story by a medical student from the University of Sydney, Australia. During the past 25-30 years, the influx of western culture, specifically large cruise ships putting into New Zealand and Tahitian ports, has altered the scene. It seems the homosexual members of the ships' crews as well as gay passengers onboard, got so hot for the *mahu* that they started offering them money for sex. This has led to the emergence of a new group of homosexuals called *raerae*, many of whom have little education and few employment opportunities and therefore rely on tricking for a living. Many also express the desire for sex-change operations, presumably a media induced phenomenon.

The conclusion of the *PIM* article is that once again the intrusion of western civilization has upset a society that got along quite well by itself for hundreds of years.

races future

Master Mariners

On May 29th the Master Mariners take to the Bay for their annual race. All boats entered must be pre-World War II in design or traditionally constructed. Many familiar profiles are expected to participate this year, including *Freya*, a 32-foot gaff sloop built in Belvedere in 1885; *Flirt*, built in 1914 at Vallejo by Ralph Flowers; and *Jinker*, a 40-foot cutter built in 1941 and overall winner in 1982.

Jinker, overall Master Mariners winner in 1982.

PHOTO COURTESY OF JOHN WALTERS

days

the pilot schooner *Wanderbird*, owned by Sausalito's Harold Sommer.

The day time activities will run from 11 a.m. to 5 p.m., with a maritime supper and evening program on Saturday from 5 to 10 p.m., which will cost a nominal fee. Art Zone, a nonprofit corporation formed to promote awareness of Sausalito's working waterfront and maritime heritage, is sponsoring the event.

For further information, contact Annette Rose, Box 176, Sausalito, Ca. or call 331-2862.



LATITUDE 38 SHIPMON

You too can sponsor a Master Mariners entry like Flemming's does.

Last year's mostly reaching course proved to be quite successful and popular among these not-so-high-winded yachts. Final details for this year's course haven't been established, but it's expected to be similar.

Best places for viewing the race are along the S.F. City Front from the Marina Green to Crissy Field, and at Yellow Bluff in Sausalito. The race committee urges spectator boats to keep clear of the turning marks while boats are rounding — they have enough things on their minds during those manuevers without worrying about you. For futher details, call Allice Collier at 477-8536.

cont'd on next sightings page

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SIGHTINGS



races future - cont'd

Around the Islands Bay Chase

Back in the 1800's, the Master Mariners used to race for money, but these days it's for glory and good times. If you have more of a mercenary streak, though, how about the Around the Islands Bay Chase on May 30? This race is for monohulls under 18-feet in length. The winner gets \$100 cash prize, courtesy of Foster's Lager, the beer in the big can from Down Under. All participants get a can of Fosters,* and the top three win a trophy as well.

Last year Chris Benedict and Alan Laflin won in an International 14, narrowly edging out a 505. Other than the 18-foot size limit, anything is allowed (except for engines, of course). Start and finish will be at the Richmond outer harbor, and marks will include Angel and Alcatraz Islands. Registration is at 10 a.m. at 1307 Sanderling Island in Pt. Richmond. Call 865-4451 or 521-1294 to find out more.

cont'd on next sightings page

women

If you're a woman and you've got some competitive sailing urges that aren't being challenged sufficiently, Anne McCormack wants you to know that the 1983 Adams Cup, symbolic of the U.S. Women's Sailing Championship, is coming up soon.

This is an elimination series, with the Northern California quarter finals taking place on June 18-19 at the Monterey Peninsula Yacht Club in Monterey. The top three crews will go on to the semi-finals on July 9-10, also at MPYC. The winner there gets to go to Larchmont YC in Larchmont, New York, for the finals against the seven other winners. This is big time women's racing, but don't let that scare you off. The boats for this

races future - cont'd

Stockton South Tower Race

The folks in Florida think they have "the longest and biggest river race in the world" in the annual Palatka to Jacksonville race, which covers 42 miles. Now, we'll grant them it's a big one allright — they get over 400 entries each time. But certainly Northern California boats got them beat in the length department.

We're talking of course about the ten-year old Stockton Sailing Club's "South Tower Race". This 30-hour marathon covers some 150 miles from Stockton to the South Tower of the Golden Gate Bridge and return. While technically not on a river the whole way — although the Bay will act like a river this spring with the heavy snow-fed run off — it's close enough.

This year's race will start on Friday, June 17th. Contact Ken Smith, 34 N. Lower Sacramento Rd., Lodi, CA 95240, or call (209) 368-7644 to get the full story.

MORA, Boreas and Catalina Races

The Fourth of July weekend is the start of many races, including the premier west coast ocean race — the TransPac, which starts off Los Angeles on July 2nd. Locally, we have our own mini-versions of this downhill extravaganza. There's the MORA race to San Diego for boats 30-ft and less, which starts on July 2nd off Baker's Beach, San Francisco, and finishes at Pt. Loma, San Diego. Travel time is about 65 hours, and they say the surfing is positively exhilarating. Call John Dukat, 522-1396, or the YRA, 771-9500, to find out more.

Also on the 2nd there is the 32nd annual Boreas race from San Francisco to Moss Landing. Last year two Santa Cruz 50's finished in record breaking time within 40 seconds of each other. This year the finish line, previously placed in a tricky channel setting, will be moved out to the Moss Landing Mile Buoy to make the last few minutes of the race more enjoyable. The party at Elkhorn Yacht Club following the race is considered a post-Roman Empire classic. For further information, contact Elkhorn YC, P.O. Box 45, Moss Landing, CA 95039, or call (408) 724-3875, (408) 374-1130, or (408) 728-4139.

Finally, there's the Metropolitan YC's race from the Oakland Estuary to Catalina; a relatively civilized 400-miler packed with sleighride excitement and a post-race bash on beautiful Catalina Island [see photo left]. It's an economic alternative to TransPac, and the folks at MYCO really work their butts off to make it a success. Write or call MYCO at 89 Jack London Square, Oakland, CA 94607 or (415) 832-6757.

classy sign



If you get lost in San Francisco looking for the St. Francis or Golden Gate yacht clubs, just turn in at "Yacht Road" off Bay Street in the Marina. You can't miss 'em after that.

santa cruz boat show

June 3, 4 and 5 are the dates, and Santa Cruz Harbor is the place for the fifth annual Santa Cruz Harbor Festival and Boat Show. Admission is free

cont'd on next sightings page

stuff

year's series are the 30-foot Shields class sloop, and you're allowed a crew of four including the skipper. For more information, get in touch with Anne at (415) 892-7177 or the YRA office at 771-9500.

To tune up for the Adams Cup, consider the 2nd annual Linda Webber-Rettie race sponsored by the Ballena Bay YC. The existence of this race proves that Linda really is a legend in her own time, something we've suspected all along. Jill DeMarchis can give you details at (415) 365-7306.

Another tune up might be the June 5th Ladies' Day regatta at Folsom Lake. Call (916) 961-3592.

SIGHTINGS

santa cruz boat show - cont'd

and you get to see all kinds of fun stuff, like a raft race, bathtub race, Hawaiian outriggers, dories, windsurfing and the third annual "Rube Goldberg 500" Contraption race. On display will be those hot boats from Moore, Santa Cruz, Olson, Hobie, J-Boats, Express, Lighthall, Catalina, C&B Marine, Newport, Santana, Banshee, Wing Dinghy, Beachcraft, Sunrunner, Frog Craft and Windsurfer.

Show hours are Friday from noon to 7 p.m., Saturday and Sunday from 10 a.m. to 7 p.m. Call Tom Carter at (408) 476-0827 for more information. Be there or be square.

summer series

Now's the time to get your act together and take it on the Bay. A great place to prepare — and have fun — is the evening race series. Many are held in the evening, after the westerlies have quieted down a bit. Add a touch of sunshine, like this picture from a series on the Oakland Estuary, and you've got a hot ticket.

Take, for example, the Sausalito YC's Tuesday night series, which already has 60 boats signed up with a total of 80 expected. The first date is May 3rd. Racing starts at 6:30 p.m. off Little Harding Buoy near Angel Island. Afterwards you can adjourn to the SYC clubhouse for dinner, drinks and swapping tall tales. Call Rick Lowrey at 332-6262 to get more details.

Here's a listing of the SYC and other summer series that are open to the public:

Ballena Bay YC (365-7306 or 865-6641): Spring Whale's Chase — 5/14; Friday night series #1 — 5/13, 5/27, 6/10, 6/24, 7/8; Friday night series #2 — 7/22, 8/5, 8/19, 9/2, 9/16; Summer's Whale's Chase — 6/11, 7/9, 8/6, 9/3, 9/17.

Island YC (786-6944/days or 521-4780/nights): 5/13, 5/27, 6/10, 6/24.

Encinal YC (522-3272 or 932-5005): Spring — 5/6, 5/20, 6/3, 6/17, 7/8; Summer — 8/5, 8/19, 9/9, 9/23.

South Bay No Name YRA (593-1634): 5/7, 6/4&5, 7/9&10, 8/14, 9/24, 10/15.

Sausalito YC (332-7400 or 332-6262): Sunset Series — 5/3, 5/17, 5/31, 6/14, 6/28, 8/2, 8/16, 8/30, 9/13, 9/27; Laser Series — 5/12, 2/26, 6/9, 6/23, 8/11, 8/25, 9/8, 9/22.

Golden Gate YC: Wednesday Night Series — 5/13, 5/27, 6/3, 6/17, 8/5, 8/19, 8/26, 9/9 (822-5655 or 346-BOAT); Wooden Boat Series (IC's, Knarrs, Folkboats, Bears) — 5/4, 5/11, 5/18, 6/1, 6/15, 6/29, 8/10, 8/17, 8/24, 8/31 (285-3952 or 922-1053 messages).

Monterey Bay YRA (408/424-2525): 5/21, 6/18, 8/20, 10/15.

Sausalito Cruising Club (332-9349): 5/6, 5/20, 6/10, 6/24, 7/8, 7/22, 8/12 (8/19 make-up if needed).

Corinthian YC (668-4155): 5/6, 5/13, 5/20, 5/27, 6/3, 6/10, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26.

boaters get gas from new nickel fuel tax

Motorists paying an additional five cents per gallon five gas after April 1 may not like it, but at least the money raised by the new federal tax will go to repair the roads they drive on. Such is not the case for recreational boaters who pay the same tax on the fuel used in their boats. They could pay up to \$100 million in fuel taxes this year and get next to nothing in return.

Getting nothing in return for the hundreds of millions they have paid in federal fuel taxes over the years is a burning issue for the nation's 12 million boat owners. They can't understand why their taxes are not used for waterway improvement, particularly since the same federal fuel tax collected from motorists is funneled directly into the repair and rebuilding of the nation's highway system.

To rectify this glaring inequity, the recreational boating community appealed to Congress three years ago, asking that the portion of fuel taxes paid by boaters at the gas pump be used to foster safer boating.

Led by BOAT/U.S., state boating administrators and the marine industry,

cont'd on next sightings page



LATITUDE 38/SHIMON

america's cup

Tiburon's Corinthian Yacht Club will soon display 35 paintings, hand colored cartoons, photographs and lithographs of America's Cup action dating from 1851 to 1982. There's everything from an original painting of the schooner *America*, which won the Cup 130 years ago, to a limited edition lithograph of the 12-meter *Courageous* signed by Ted Turner who won the Cup in 1977. (*Courageous* will be sailing again in this

more cg

We haven't got room to print the lengthy list, but we want to let you know that there are more boating classes being offered by the Coast Guard Auxiliary. These classes are



art

year's Cup campaign). The exhibit will run on May 21 and 22, 28 and 29, and June 4 and 5. It is open to the public and is sponsored by Mummis Champagne, which is also one of this year's sponsors for the Cup in Newport, R.I. For more information, contact Dick Slottow, (415) 775-4354, Glenda Carroll, (415) 282-7912, or the Corinthian YC, (415) 435-4771.

auxiliary classes

free, held once a week and are a good introduction to boating and sailing. For more information, call (415) 437-3311.

gas - cont'd

boating's lobby in Washington pushed for the establishment of a trust fund for boating taxes (similar to the highway trust fund) which would channel money back to the states. The taxes collected in the fund would be used for boating education, safety, law enforcement, public access projects (ramps, piers and moorage) and to help the states take over recreational boating programs being phased out by the Coast Guard.

While Congress responded affirmatively, authorizing the release of a portion of boating's fuel taxes, it now appears that only \$5 million of the \$140 million collected from 1980 to 1983 under the old four cent per gallon tax will actually be spent.

Unlike highway motorists, boaters will receive only a three percent return on their fuel tax investment because the Administration seems bent on using boating's taxes to cut their budget deficits rather than funding state boating projects necessitated by Coast Guard cutbacks.

Curiously, the Administration sold this new nickel gas tax hike to Congress on the pretext that it was a "user fee" for services provided directly to the motoring public. The same fuel tax paid by boaters, however, is apparently not considered a "user fee" by the Department of Transportation. DOT

cont'd on next sightings page

SIGHTINGS

gas - cont'd

recently recommended spending only \$15 million of the \$100 million collected in fuel taxes attributable to boaters in fiscal year 1984.

The latest effort to achieve some equity for boat owners is being spearheaded by Reps. Gerry Studds (D-Mass.), John Breaux (D-La.) and Sen. Mark Andrews (R-N.D.) who are trying three different approaches to assure boaters that the millions being paid in fuel taxes will be returned to boating or the Coast Guard.

first sorc, then cork, mexorc and now korc

For several years now, regatta organizers have tended towards using acronyms to describe their various events. The Southern Ocean Racing Circuit is known world wide by the phrase SORC. Other well known examples include the Canadian Olympic Racing at Kingston (CORK) and the Mexican Ocean Racing Circuit (MEXORC). There are even some more scatalogical inventions, such as the Wilmette Harbor (Illinois) Olympic Racing Event (WHORE) and Sailing Under Chesapeake Conditions (You figure it out).

Now we have a new one, this one coming from Hawaii. It's called the Kauai Ocean Racing Circuit, or KORC, and it will start this year on July 22, after the TransPac. The first leg will be a race from Ala Wai Yacht Harbor in Honolulu to Nawiliwili Harbor on Kauai, followed by a race to Hanalei Bay on Kauai's north shore. The racing concludes the following weekend with a race around Kauai and an awards banquet at the Kauai Surf Hotel on Saturday night, July 30th. Carl Stepath at (808) 245-4635 can give you the details.

Speaking of Kauai, it's not too early to start thinking about next year's Ballena Bay YC's third biennial race from San Francisco to Kauai. Starting off Baker's beach, the contest ends at Nawiliwili Bay, Kauai. Besides the IOR and PHRF divisions, there will be a new doublehanded class for those devoted to the buddy system. Vytas Pazemenas at (415) 794-5223 can fill you in on all the details.

The Kauai Race will also serve as a feeder for the 1984 Clipper Cup, which starts August 4, 1984, with the first Ocean Triangle. The five race regatta concludes on August 19th with the awards banquet at the Hilton Hawaiian Village. Sponsored by Pan Am Airlines, this series has become one of the world's premier IOR racing events. Last year Irv Loube's Frers 46 *Bravura* from Richmond was second overall and the St. Francis YC pair of *Great Fun*, Clay Bernard's *Davidson 50*, and *Bull Frog*, Dave Fenix's *Peterson 55*, joined forces with Jim Kilroy's *Holland 81 Kialoa* to win the coveted team championship. Interest keeps growing in the Clipper Cup, and if you're serious about going, now's the time to start planning.

lots of boardsailors, little wind

It's billed as the best open class boardsailing event in the world, but this year's Hawaii Pan Am Cup, scheduled for March 24 to April 3, was a washout. Held on Kailua Beach on Oahu's east shore, this five-year old event draws up to 200 of the world's best boardsailors, and they bring with them the latest in board, sail and spar technology. Four Bay Area sailors attended this year — Alameda's Bard Chrisman, El Cerrito's Steve Sylvester, San Francisco's Gerry McDonald, and Palo Alto's Diane Green.

Chrisman reports that in ten days they were able to get off only one start and half the fleet was over early. Before the race could be restarted, the wind quit! Bard says the whole affair turned into a trade show, with everyone checking out new equipment and sharing the latest information.

Another boardsailing item of note is that yes, Virginia, there will be a

cont'd on next sightings page



boardsailors - cont'd

boardsailing event in the 1984 Olympics. The German-built Windglider board will appear in the gold medal event, which will be composed of triangle races just like the other six sailing classes. The American Windsurfer board will be used for a special triathlon demonstration and will also have the honor (and prestige) of carrying the official Olympic logo. Hoyle Scheitzer's Windsurfer International company, based in Torrance, California, had threatened to sue the Olympic Committee if they allowed the foreign board to be used over theirs. This agreement has paved the way for boardsailing to make its first appearance in the Olympics.

ocean beach yields treasure

Historical treasure, that is. This winter's storms, for all the havoc they wreaked, have turned up two great maritime relics. One is a 48-foot section of hull and several smaller pieces of the lumber schooner *Neptune*, which wrecked on Ocean Beach on August 10, 1900 [see photo left]. The major clues to solving the identity of the wood were in the identical fittings and similar construction techniques to those of the historic schooner *C.A. Thayer*, now moored at Hyde Street Pier in San Francisco. Hans Bendixson of Fairhaven, California, built both ships.

The second discovery is the almost complete lower hull of the 182-foot clipper ship *King Philip*, which washed ashore on January 25th, 1878, after been caught in heavy seas off the Golden Gate. According to James Delgado, a historian for the Golden Gate National Recreation Area, this is the most intact remains of a clipper ship ever found on the West Coast. The *King Philip* was built in Alna, Maine, in 1856, and carried cargo all around the world. In 1869, she put into Honolulu to load guano (aka bird ca-ca) for delivery to Hamburg, Germany where it would be used as fertilizer. But the crew mutinied and set her on fire. ("We ain't taking this crap!"). Delgado hopes to remove more sand from the remains of the *King Philip*, but is short of funds. If you have any suggestions, you can contact the GGNRA at (415) 556-8164 or (415) 556-2766.

transderm-scop

If you've been looking for those anti-seasickness patches you wear behind your ear, you're not alone. A reader called up recently and reported he tried to get some of the patches, known previously as Transderm V, from a Kaiser Hospital in Santa Clara. He was told they no longer prescribe the drug. Apparently, large hospitals such as Kaiser and the VA in San Francisco don't keep Transderm in supply since they have cheaper alternatives such as Dramamine.

Your best best for finding the patches are at your local drugstore. You do need a prescription, and please note that it's now called Transderm-Scop, made by CIBA. They come in packages of two, each is good for three days and they cost about \$7.00 a package. An office straw poll indicates they work very well, although they can dilate your pupils and cause slightly blurred vision.

do you know what cicero said?

He said, "He who commands the sea has command of everything." Don't ask who Cicero is.

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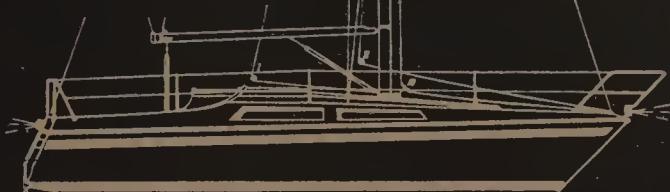


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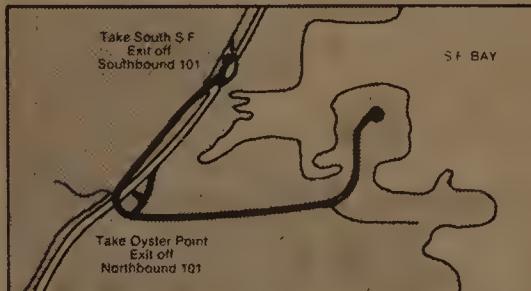
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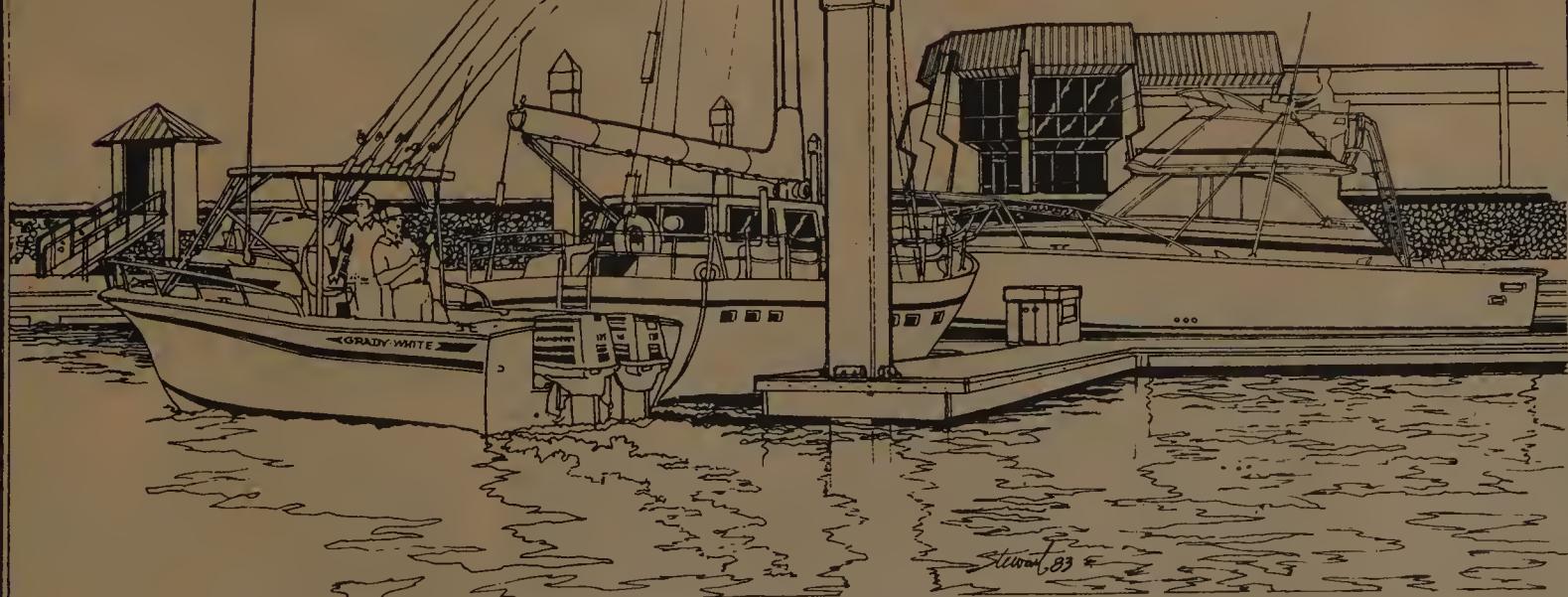
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SINGLEHANDED

Is granddaddy going to seed? That was the obvious question after only 22 entries hit the starting line in the Singlehanded Sailing Society's April 2nd Singlehanded Farallons Race. In six previous runnings this milestone competition had attracted as many as 80 entries. The Singlehanded Farallons, you'll remember, was the first shorthanded ocean racing competition in Northern California, and shortly after spawned the Singlehanded TransPac, the Doublehanded Farallons, the Doublehanded Lightship, as well as the Guadalupe Race and the year long Marina del Rey Series in Southern California.

Although the Schoonmaker-Stewart crewed Lightbucket race, held later the same day, stole some entries, it's significant that the race drew only 25% of what it had in previous years. Part of the problem was the recent changeover in SSS's administration. Gene Haynes, the new commodore, says they got the word out late, an error he vows not to make next year.

In addition to the fewest entries ever, this year's race also recorded the fewest finishers, seven. The previous low had been 14, during the initial running of the race in 1977.



Barely observable in the surf, an entry passes Pt. Diablo.



Mike Lingsch.

FARALLONES

Much of the reason was the weather. A fierce north-northwesterly combined with rain and snow fed ebb turned the area west of the Golden Gate into a whitewater cauldron. With nearby boats disappearing from sight as early as the vicinity of the Golden Gate Bridge, it was easy to become discouraged.

Only two boats dropped out from damage: Barry Parkinson's trimaran, *Waimea*, with a broken traveller, and Peter Jones' Yankee 30 *Emerald*, which lost its mast near the Lightbucket after a shroud failed. The other 15 entries, including shorthanded ocean veterans such as Frank Dinsmore, Hank Grandin, Jocelyn Nash, and Sam Crabtree simply dropped out.

Race honors went to a couple of smart and tough sailors, who perhaps significantly have both raced extensively on IOR machines and have also cruised their personal boats thousands of Pacific Ocean miles. In addition, they'd each won similar honors in previous Singlehanded Farallons Races.

The first-to-finish trophy went to Mark Rudiger of Sausalito and his borrowed Hobie 33, *Hobie One*. Mark is no stranger to the SSS winner's circle, having also taken first-to-finish honors back in 1980, that time with

a borrowed Tartan Ten.

Every entrant was faced with the same tactical decision at the start. Do I sail a starboard tack on course to the bridge and ignore the huge ebb on the other side of the Bay, or do I immediately flop onto a port tack and head toward Richmond in order to benefit from what Kimball Livingston calls the San Francisco River? Rudiger chose to head for Richmond. It looked like a doggy choice for a long time, but with the experience to believe in his convictions he stuck with his decision, and came out smelling like a rose. First out under the Gate on the slim ultralight rocket, there would be no catching him.

Once out past Point Bonita, Rudiger reports that the ride got very bumpy. He was tossed clear across the cockpit once after falling off the back of a wave near the Lightbucket. In the deeper water further out the seas smoothed out a bit, but the wind picked up to 40 knots and *Hobie One* carried two reefs.

After rounding the cheerless rocks, Mark shook out one reef and reached along in the swells at 15 to 18 knots. His problems then

ALL PHOTOS BY LATITUDE 38



Mark Rudiger.



Another of the many hazards of this year's race.

became the north wind, which was setting him south of the shipping channel. He had no choice but to harden up. "There was so much water coming in over the side," he remembers, "that I would have been better off with a snorkel and mask!" And a lower PHRF rating.

Rudiger finished the 55-mile course in 7 hours and 12 minutes, which he believes is a new course record. Ray Hutton's North Coast 10.3 *Moody Blue* (a cruising Wylie 34) finished second some 45 minutes back. But neither time, nor anybody else's was enough to hold off Mike Lingsch and *Odyssey*, his 12,000-pound 30-ft *Odyssey* yawl with a scrumptious 255 PHRF rating. (*Hobie One* rates 90).

Like Rudiger, Lingsch is a repeat winner, having won corrected time honors in the 1978 running. Mike normally crews on hot IOR boats like *Clockwork* and *High Risk*, but each year he strips *Odyssey* down to fighting weight and tries his hand at both the Singlehanded and Doublehanded Farallons Races. This is his best year ever, correcting



Rudiger tacking out into the ebb at the start.

out first in both the singlehanded race and the doublehanded race held one week later. As good a sailor as he is, somebody may have to take a closer look at *Odyssey*'s

PHRF rating.

Of course Mike has made 15 trips out to the Farallones, so he's familiar with the territory. He realizes he's only got a chance if it's a reaching race, which it really was this year. As befitting a man who enjoys cruising as well, Lingsch let his wind vane drive and spent most of the ride out huddled under the dodger tweaking the sails. Once around the island he "popped open a beer to go with my sandwich and steered home!" Were it only as easy as the experts make it seem.

The final results were: Division 1 (multi-hulls) — no finishers. Division 2 (PHRF 0 to 170) — 1) Mark Rudiger, Sausalito, *Hobie One*, Hobie 33; 2) Ray Hutton, Alameda, *Moody Blue*, North Coast 10.3; 3) Thomas Toon, Groveland, *Toon-A-Fin*, Hunter 37. Division 3 (PHRF 171 to 204) — 1) Buzz Sanders, Saratoga, *Red Boat*, Cal 29; 2) Lyle Winters, Alameda, *Free Spirit*, Islander 28; 3) Leonard Jackson, Fremont, *Windlass*, Endeavor 32. Division 4 (PHRF over 205) — 1) Mike Lingsch, Corte Madera, *Odyssey*, *Odyssey* 30. Overall: Mike Lingsch, Buzz Sanders, Mark Rudiger.

— latitude 38

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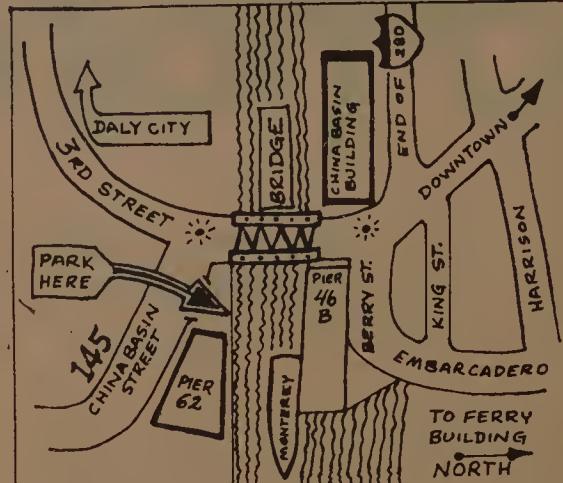
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In the history of cruising on sailboats, there has never been a season as destructive as the winter of 1982 - 1983. The California coast was clobbered with storms of unexpected intensity, but that was just a small part of it. In addition all three of the major winter cruising grounds for west coast yachtsmen were hit by terribly damaging but unexpected hurricanes, cyclones, and storms.

It all started on November 23 when hurricane *Iwa* ransacked Kauai in the Hawaiian chain. Terrible destruction was inflicted on the boats in Nawiliwili Harbor while Port Allen was virtually wiped off the face of the earth. Fortunately no mariners were killed or seriously injured. Unfortunately many boats were lost and almost all the others suffered at least some damage. It had been 23 years since Hawaii had been hit by a hurricane, and many more years since she'd been hit by one so strong.

Then on December 7 the large cruising fleet at Cabo San Lucas, Mexico, was hit by a very unusual storm from the east. Twenty-eight boats were either driven up the beach or to the bottom of the ocean. Only four could be salvaged. There were some injuries, but none serious, and no deaths. There hadn't been a winter storm like it in 15 years. From Cabo San Lucas many cruisers head off across the Pacific to French Polynesia. This year the terrible bad weather came along with them.

In January cyclone *Nanoo* hit the Tuamotus with heavy damage. It was the Marquesas turn to get clobbered in February, this time by cyclone *Orama*. Cyclone *Reva* severely punished Huahine and Bora Bora in March. The California sailboat *Summer Seas* was lost at sea during *Reva*. Beyond that, there were surprisingly few injuries and boats lost.

Prior to this onslaught French Polynesia had not been hit by a cyclone since 1906. In the 30 years prior to that, there had been four big cyclones. The worst hit in 1903, taking 515 lives, including almost the entire population of Hikuera in the Tuamotus.

With the theoretical end of the cyclone season coming in April, everyone in French Polynesia was hoping they'd seen the end of this horrible season. Tragically they hadn't. In fact the cyclone that would hit the most populated area — Tahiti — was saved for last.

So it was on April 12 that cyclone *Veena* came within 40 kilometers of Tahiti, moving in a southwesterly direction. For at least six hours there were winds of over 100 miles

ALL PHOTOS BY WAYNE D'ANNA



DIRECT HIT



per hour. At that velocity, reports John Neal who rode *Reva* out on a 39-ft boat, you can't stand or walk, you can't see in the middle of the day, windows pop out, walls follow, and corrugated roofing viciously flies through the air.

Jack Ronalter of San Francisco, on the *Golden Gate 30 World Citizen*, is one of the

Debris at Papeete.

Northern Californians who rode out the blow safely in Tahiti. He had also ridden out the destructive blow in Cabo San Lucas. Operating his ham radio off *World Citizen*, Jack was a vital radio link back to the States. Shore-side casualties included one death, many injuries, perhaps 5,000 destroyed or damaged homes, and as many as 5,000 homeless.

We have not heard of any deaths of yachts as a result of *Veena*, but there may well have been injuries. There was certainly heavy damage to boats, although accurate figures are hard to come by, particularly after such a disaster and over such a spread out area.

However Seth Bailey of Pacific Marine Supply in San Diego got a list of yachts from the Port Captain in Papeete, a list of 38 yachts that had been "lost, stranded, beached, or reefed". Apparently most of the boats are French, although ten or eleven are believed to be from California.

The boats listed are as follows: *Golden Hinde*, *Desirado*, *Gaia*, *Lotus*, *Riva*, *Novema*, *Tanii*, *June II*, *Hiria*, *Goge*, *Calliope*, *Hippo*, *Sea Quest*, *Makno*, *Otaha*, *Aloma*, *T'toere*, *Santui*, *Naik*, *Mellrose*, *Libre*, *Hotu Payan*, *Lancaster II*, *Mariposa*, *Shamoen*, *Aychco*, *Taaipaii*, *Escape*, *Nouvelle*, *Ameriat*, *Pikake*, *Daisy*, *Oasis*, *Sea Bird*, *Papianna*, *Venturi*, *Perriann*, and *For-Se*.

These may not be the correct spellings, and readers are cautioned that many boats

have the same name. *Golden Hinde*, for example, is a Southern California schooner that was lost, not Harry Hinz' sloop from Alameda.

Wayne D'Anna of the Oakland was in Tahiti when *Veena* hit, having done a charter sail the week before. He reports that there was plenty of time to prepare for the cyclone, since warnings posted as early as April 7th. He was surprised how many people did not take precautions for *Veena*. He

Bashing into a bungalow.



saw little evidence of extra anchors being set out or the checking of lines — even the day before when it was certain the cyclone would hit.

There were three big concentrations of boats: about 50 to 100 boats in Papeete Harbor, 50 more at Beachcomber Bay, and another 20 at Maeva Bay. Boats in Papeete Harbor suffered the least damage, in part because of tugs working overtime to pass lines and make sure boats were as secure as possible. Papeete Harbor also has a "hur-

ricane cable" that stretches along the seawall. During times of pleasant weather it is the bane of cruisers who get their anchors caught in it. But during *Veena* yachts purposely hooked on to it and did well as a result.

By far the worst damage occurred at Maeva Bay, some five miles southwest of Papeete. Lin Pardey reports that day charters often run out of there for the big hotels, and that the low-lying reef off the beach

service consisted of sandwiches.

Veeena raged around Tahiti from 2 a.m. until about dawn. In the morning D'Anna recalls seeing "boats everywhere". Many had been very close to shore and had left themselves no room for error. As had been the case at Cabo San Lucas, tangled anchor lines resulted in many boats going up on the beach. Wayne observed that one steel cruis-

THIS PHOTO BY J. RAMOS



WORLD CITIZEN.

Jack Ronalter of San Francisco, who dodged the bullet at both Cabo San Lucas and Tahiti.

learned from this season of unexpected and brutal weather. The first is that there is no such thing as being too vigilant. The second is that before buying luxury items for your cruising boat, you should make sure you've got the anchoring basics — the largest and best quality anchors, chain, and windlass you can possibly carry.

— **latitude 38**

Headaches and heartaches.



Impaled on a pier in the storm's full fury.

ing boat had destroyed a bungalow resting on concrete pilings. There was only little damage to the boat.

While it's high time for the cyclone season to be over, it's not. Even as the cleanup of *Veena* is still in full swing, *William* is reported in the eastern Tuamotus and packing winds of 110 kilometers. Real or imagined, the word among cruisers in Mexico about to jump off for French Polynesia is that the French government would like them to stay away until things can be straightened out a bit. Sounds like good advice.

There are at least two good lessons to be

would provide very little protection during the high water of a cyclone. There have been several reports that 17 boats beached in the Maeva Bay/Punaauia area.

Wayne D'Anna was staying at the nearby Beachcomber Hotel when *Veena* hit. He and other guests had drawn curtains and piled chairs and tables up against the windows — many of which popped out — for protection. All lights and electricity were soon out at the \$120/night hotel, and food

CREW LIST

Rum, salty talk and forty-seven women in bikinis. Wild horses couldn't keep me away from that Crew List Party. Wednesday morning in Morro Bay I saddle up my rusty thumb and hit the road for Sausalito.

The sun is smiling, and I haven't hitched in years. Can they tell that even though I'm

ALL PHOTOS BY LATITUDE 38

when I was still a hippie. Lordy, what a day!

Time to kill till six, I walk the docks in Sausalito, kicking nautical tires and wading ankledeep in memories. Twelve years ago I

"Way-all, she's a Crabcracker 37 Pete, real beauty, real fine boat."

"Hey, that's great." Like at the undertaker's ball, it takes a while to loosen up. The rum does help; bless Pussers, lads.



six-foot-two and have a beard, I'm as aggressive as a drooling Saint Bernard? My backpack does contain a hipflask with tequila, for emergencies. Is anybody out there in distress? There is, by God there is! A shredded 50's T-Bird, a red-eyed, tired guy. And while he snores away I get to drive and think quietly.

What is it that I want? A woman. A woman crazy enough to sail with me, and smile, and share my madness — which of course is rational to me. She should be good to talk to and nice to look at when a grey sky's dawning. I'd like to learn from her the things I missed while I was still a male supremacist. I want a female partner and a friend. Ah theory, but oooh anticipation.

And then I think: But Peter, you're a fool. Even if she did exist, it couldn't be as easy as all that.

So I construct artful defensive systems, like: The ladies I'll encounter at the party will

The bottom of the Pusser's 'Pain-Killer' barrel. Very powerful dregs!

bought my first boat here. *Hi Hopes* was her name. She was tiny, nineteen-foot three-inches and I could not sit upright inside her. Living aboard reduced to mental isometrics. And yet she took me safely to La Paz. She used to be tied up next to *Wanderbird*, when that one was no more than just a barge, with stumps where masts had soared, and an exceptionally ugly plywood house on deck. Gawd, what a beauty she is now, so poised and ready.

The hour comes around. I join a stream of nervous looking guys. Can a barge be mounted? Hey man, who cares, let's just get in. We pass benign controls, get tags to paste on our chests and tickets. I win a blue *Latitude 38* t-shirt and see myself emerging from a phonebooth, clad in just the t-shirt, nothing else, galactic sparkle in my steely eyes, a-ready to go rovin', rovin', rovin' alooong . . .

all be living fossils, with triple chins and big moustaches, sort of female sailing Pancho Villas. That way, if I find only one who doesn't have to shave her upper lip, I'll be ahead already, won't I?

Three rides later I'm at the sundrenched Golden Gate, grinning the way I used to

Rum rations over there me hearties, aye. All seven women in the room are beautiful. The catch is that there are forty guys around each one of them. Well, wait and see. Meanwhile practice man-talk, Peter:

"Howdy George, what kinda boat you got?"



sea, it's obvious I need more rum. And suddenly I realize with lightning clarity that this woman smiled when I just said that. Could it be these girls are nice? Can it be we are all in the same boat (oh no, groan)?

I start circulating, mingling, listening, observing. The prevailing stance is thus: ball-point and/or notebook in your right hand, drink held firmly in your left, right foot forward, head tilted. One eye on who you're talking to, the other one busy trying to inconspicuously read the tag of the woman just passing by.

Folks are whipping out photos of their boats: "She really is my pride and joy!" (Visualize a close-up shot of bottles of detergent).

I am beginning to read the tags of women sailors quite overtly: "Excuse me Ma'am,

Door prizes were from Pusser's, China Basin Charters, and Gene del Vecchio.



Dave was typical of those who were serious about finding crew.

could I, ahem, peruse your chest a bit?" One rather busty lady asks me coyly: "When do you guys ever get a chance like this, I mean really, huh?" And then she giggles up a seven on the Richter scale.

Quite a few cheerful female opportunists have checked all the options of their tags. Racing, Cruising, Social Bay Sailing. 'Social cruising speedfreaks' I call them with a mild sneer.

"Not so," says one of them. "We just wanna go out and sail, any old way we can!" Alright, more power to you, lady. At the opposite end of the spectrum are the male boatowners who have checked all three categories. Four different guys I talk to say that they would fix a date for leaving as well as a destination to sail to, after they found a good woman to sail with them.

It isn't quite the same with me. I know



CREW LIST PARTIES



Shawn and Rosa, the pain-killer girls.

where I want to go and when I plan to leave (very soon, hah). And if I don't find anyone, meaning a nice lady with an uncanny sense of humour, I'll either singlehand or take male friends along.

The basic concept however, my dear Watson, is the same: it is rare enough to stumble onto romance, rarer yet to luck into a lasting relationship, and almost impossible to find someone to live with on a boat for any length of time. Especially when cruising. Imagine being locked up with another person in a wet broom closet during an earthquake. Very few of the world's great romances would have stood up to that test. I am picturing Romeo loosing his cookies all over Juliet's foulweather gear, or vice versa.

So I came to the conclusion that advertising was the answer. To find someone who shares your dream to start with. Instead of trying to bend a landlubber's mind in your direction. Go to the Crew List party, where the cruising women are hopefully 'not adverse to the possibility of a friendship blossoming', mingle with the other sailing freaks, drink rum and get merry, hoho!

right in the thick of it. I overhear this: "Most fun I've had since Grandma swallowed her dentures!"

John Neal starts his slideshow about the South Pacific. Some of the pictures are so beautiful they could probably make a Polar bear sign up for tamoure lessons. But I can't be sidetracked for too long; I am talking to ladies, and feeling very good, only occasionally embarrassed.

This business of trying to explain yourself to someone (a woman) you met a minute ago. I am used to selling my sailing and ocean experience to folks whose boats I deliver but this is different, much much more personal. And it works both ways. The awkward moments are there. But they are few and vanish nearly as fast as they arise. As for myself, I discover that once I get to talking about my upcoming voyage, I'm off and rattling. I'm really looking forward to this

Even though the men outnumber the women here by at least two to one I don't get the impression that anybody sees this as a kind of nautical meatmarket. That's good. By now this is a smiley crowd. The hum of conversation has risen to the pitch where I can find privacy talking to another person

trip. I realize, that here on this barge there are more women who want to sail actively than I have ever seen before in one place. This is the biggest cruising crowd I've ever been a part of.

And it's a fine, warm feeling.
Not a bad line to fade out on, eh?

Oakland, Metropolitan Yacht Club. City-life is much more reflected in what people wear here than it was in Sausalito. There are quite a few suits and ties and relatively fancy dresses. I start to feel a bit like the old countrybumpkin. With alarming frequency I get Dale Carnegie-type of starched cordiality laid on me.

I win a Pusser's mug. A man in tweeds asks: "Hey, can I buy that off you?"

"Sorry," says I, "I'd like to keep it, make a set, with the one I won yesterday." He gives me a surprised and almost hurt look. Am I being antisocial, a materialist pig, for keeping two when he has none? Well, never mind.

The club itself is civilized and much too modern for my taste. The upstairs: dim lights projecting wooden warmth neutrality, 'gemutlichkeit'. There are far fewer women than there were last night in Sausalito. Oh, but I can't seem to warm up here.

My judgment may be clouded by the fact that someone nicked my mug, it's gone. You, friend tweeds? Nobody had really seemed the type to do that. I'm really pussed (stone me, I couldn't pass it up). Richard, a scholar and a gentleman, gives me his mug instead. Hail you Sir Richard.

Whoever ripped off mine, here is a most terrible curse for you, in Viennese:

'Kretzn soll Dir am Hirn wachsen, Kretzn soll Dir am Schadel wachsen und Hand zu kurz zum Kratzn!' Roughly: 'May you grow scabs on top of your head and arms too short to scratch!'

Things never reach the level of relaxation as at the Cruising Club, but they do get a lot looser. The Pusser's ladies, sidetracked by two guys, are all agiggle. Osmosis makes them do it, there's no doubt. And suddenly I understand John Neal's quite witty commentary, he's got a mike tonight, that's why. The party is still in full swing here, when I'm withdrawn (bit prematurely). My ride is leaving, rats.

When I get back to Morro Bay my buddie's twelve-year-old asks me, "How was it at the cruellest party?" And I just smile and say,

"Not bad, not bad at all." I show my mugs and t-shirt and a few friendly sailor women's calling cards. On the back of one it says in capital letters, in my own tipsy scrawl: 'Lust at first like'. Well, what the hell, that's how I feel about sailing.

— peter kittel

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We were looking into the face of an enormous wave.

"Hang on!" shouted the skipper from back in the cockpit.

The three of us on the windward rail clung to the stanchions and hand rails. The boat climbed the face of the wave just as the crest began to break, and the foaming wave top sent some spray back along the rail when we plowed through. Then the boat seemed to fall straight down on the other side of the wave. We braced ourselves for a horrendous impact, but to our relief, the wave was round enough for a soft landing. When we rose on

I turned to the woman sitting on the rail aft of me, who wasn't quite so well equipped and was looking very cold.

"How're you doing back there?"

"I'm doing okay," she said. "I've got my heavy wool pants on today."

"Have you tried polypropelene?" I asked.

"Yes, but I don't like the idea of synthetic fibers next to my skin. I bought a pair once but returned them because they just didn't feel as cozy as wool."

We rose over another big wave, and

the whistle and strobe light in the pocket of my float coat.

"We're moving well on those boats to windward," I said. "I think the outboard lead on the jib is making a big difference."

"Speaking of going overboard," said the crew on the other side of me, oblivious to my attempt to change the subject, "there is one big problem with all this super gear. It's so warm, I don't like to wear a wet suit in the ocean anymore. If I should fall in without a wetsuit at night, I'm in big trouble!"

"I see your problem. It must take an incredible amount of motivation to get out of these warm undies and into a cold, clammy wetsuit."

"But I still do it! A wetsuit is the only appropriate gear for night racing in cold water and rough ocean conditions, as far as I'm concerned. I carry my own strobe, plus some little flares, so when I run around the deck at night without a harness (which everybody seems to do anyway, wetsuit or no wetsuit), I don't think I'm taking such a big chance with my life!"

We slammed again, and I felt the stanchion flex quite a bit more this time under my weight.

"Harnesses on please! That means everyone!" shouted the skipper.

Someone went below and started passing up harnesses.

"I

I'm glad at least one person on this boat can tolerate being down below," I remarked as I took a harness and started to untangle it. My friend sitting forward of me, however, just pulled a tether out of a pocket, and snapped one end to a fitting on the front of his life jacket, and tied the other end to a halyard cleat on the cabin top behind us.

"That's a neat arrangement," I said. "Where did you get that life jacket?"

"Actually, this is my windsurfing harness. It's one of the new ones that also has enough flotation to be a Coast Guard approved personal flotation device. It makes a great harness for several reasons."

crashed down heavily on the other side. A few more gallons of water fell on our heads. She was wearing heavy sweaters inside her foul weather gear, and I was sure they were saturated with water by now. She shivered visibly.

"You're just a natural fiber snob!" shouted the crew from forward of me.

"Wool may feel good in better conditions," I added, "but I really don't think it's as warm as the new synthetics in this kind of stuff. And do you realize what would happen if you went overboard right now? With those boots, all those sweaters, foul weather gear — you'd weigh a ton! Even if you could kick off enough to swim to the overboard gear (which would be at least 100 yards away by the time we remembered how to release it properly), you'd be so heavy we'd need a Barent 35 just to winch you aboard!"

She didn't seem to be interested in discussing these scenarios in greater detail.

"Anyway," I concluded, "I think you should be wearing some flotation. He's wearing a life jacket, I'm wearing a float coat. You know, I don't even buy foul weather tops any more, because they're so hard to swim in. I always wear a float coat instead. Try it sometime!"

"Not today, thanks!"

She seemed a little annoyed at me for worrying about that kind of accident.

"And I promise, I won't fall overboard!"

I felt that I had made my point, and that would be enough on the subject for now. Another giant wave rolled by, and I fondled

the next wave, which was considerably smaller, I raised my head to look back at the monster.

"An honest 15-footer," I thought to myself.

Crash!

We came down off the next one with an unbelievable slam. I grabbed for the stanchion again, instinctively retracting my head as far as possible into my float coat. Too late. Of the gallons of water that fell directly on our heads, a large percentage went down my neck.

"Nice day for an ocean race, huh?" said the person sitting next to me on the rail, after he had regained his balance. "I'm just thankful I have polypropelene long johns on," I said. "I'd be freezing without them!"

"Mine are working real good too," he said. "In fact, this season I'm wearing almost nothing but high-tech fabrics. Over the polypropelene I have a middle layer of polyester pile, with foulies and a life jacket on top. I found that last year, when I was still wearing cotton jeans and sweatshirts . . ."

We hung on for our lives as the boat crashed through another wave. (I felt the stanchion wobble slightly in its base fitting).

" . . . I found that they were always soaked after a race, even if it was just perspiration. But the polypro underneath was bone dry! Now I have a middle layer that stays dry too, so I don't lose nearly as much body heat."

"I've been eyeing some bib-front polyester pile pants. Sounds like they'd be worth a try."

"Okay, start from the top!"

"First of all, it's as buoyant as a life jacket. You can buy good harnesses intended for offshore sailing with built-in flotation or inflatable chambers, but they're expensive, and besides I already owned this one. Second, I put it on so often for windsurfing, I can do it very fast without getting it tangled. Third, it's comfortable, and I know it won't hurt me if I get pulled around by it. I've been thrown through the air by this thing dozens of times, and spent days hanging from it. And fourth, it has one of the new 'spreader bar' hooks which supports me without pulling inward. It's incredibly comfortable, even compared to standard windsurfing harnesses."

"Why does the spreader bar make such a big difference?"

"See these bars that go out sideways from the hook, almost as wide as my body? The pull is all straight ahead, instead of pinching inward and compressing my back and chest. It's like sitting in an easy chair compared to the old designs."

"Interesting. I also like the idea of a quick-release snap shackle at the harness end."

"Yeah, it saves a lot of time when you find yourself fouled in some running rigging, like hooked on the wrong side of a lazy sheet, for example. Or if something is just out of reach and you want to unhook for a second."

"I guess it shouldn't come as any surprise," I commented, "that the new developments in harnesses are coming from the sailboard people. When you think of the size of the market, and the incentive to improve the products. What about booties and gloves?"

"I've tried my windsurfing booties on big boats," he answered. "They're very warm and comfortable, give excellent footing, and you don't have to worry about water spilling in the top. But I stub my toes a lot, and they don't give good enough protection."

"Just wait a year," I predicted. "Better boots will be designed, and they'll be intended for windsurfing. What about gloves?"

"Not much happening there. One interesting development, though, is the dry suit. It's something like the very expensive 'survival

suits', but much lighter and cheaper. The one I tried out is made by a company that's been a big name in foul weather gear for years. I put it on over street clothes, and fell in the water five times without getting a drop inside!"

"Could be the answer for night sailing."

We took a few more bad slams, and once again the windward rail was completely drenched in heavy spray.

pole, dye marker, etc. Then I noticed an arm clinging to the cockpit coaming, and with a little help from a wave the windsurfer-turned-big boat sailor hauled himself aboard. He unsnapped the tether from his harness and went back to the mast, pulled his tether back aboard, and re-attached it to his harness.

Meanwhile we had succeeded in getting sheets and barber haulers free so we could tack the jib, and had winched up the reef lines to keep the boom away from our heads. As soon as the mainsail tack was secured the main halyard grinder re-

... are coming from the sailboard people.

"Let's reef! Now!"

We jumped to our reefing stations (or at least tried to — I was rudely yanked back by my harness line clipped to the weather toe rail).

The man who had been sitting in front of me was at the mast, I was on the main halyard tail ready to lower, and the woman who had been on the rail with us was crouched on the cabin top ready to grind the main halyard tight again after the tack was secured. The cockpit crew were ready on the reef lines and mainsheet.

We dumped the main and started to lower. With the sail flogging, the boat began to fall off to leeward.

"You're off the wind!" shouted at least five voices over the sound of tortured dacron. Meanwhile the boom, with the halyard eased, drooped dangerously low. We heeled over, then spun into the wind.

"Too far!"

"Don't tack!"

In a second the jib was aback, and the boat was spinning out of control. The low boom swept across the deck, followed by solid water from another breaking wave crest.

With everyone shouting contradicting orders about jib sheets, I looked up to see a broken stanchion and the main halyard winch handle sliding along what was now the leeward rail.

Too horrified to even mouth the word "overboard", I looked back at the gear on the stern pulpit and saw a tangled mess of lines connecting rings, strobe light, drogue,

appeared (she had rolled off the cabin top to escape the boom when we tacked), located her handle, and tensioned the halyard while I tailed.

"Guess I lost my balance," shouted the windsurfer. "Happens all the time on my sailboard."

We tacked back onto course, and tied up the stanchion so it wouldn't dangle around in the breeze from the lifeline.

"You know," I said to the woman as the three of us took our places again on the rail, "for a second I was sure you had gone overboard."

"Don't be silly! I was flat on the deck and had a firm grip on the chainplates before the wave hit. Nothing could have pried me loose. Besides, I told you I was not going to go overboard!"

So what are the latest trends in offshore attire? Polypropylene, polyester pile, and bunting are still the rage, and will probably continue to be for some time. Red and blue seem to be taking over from white as the most stylish color for fashionable foulies, and who knows, even yellow or orange could make a comeback. The gore-tex fad is finally over. Watch for windsurfing booties, exotic harnesses (note that short tethers are much flashier than long ones), and fancy life jackets with nice deep side pockets that are just right for your strobe light.

But no matter how well geared up you are, there's no substitute for just being alert and hanging on!

— max ebb

INNOCENTS ABOARD

Remember us? We're the ones who said "It's all downwind from here" when we left the Marquesas back in April. And so it has been, except for a few hours beating back to Tahiti from Moorea.

And so it would be, downwind all the way, we hoped, as we planned an excursion from Tahiti to the Iles Sous le Vent. These islands, the "Islands Under the Wind" or Leeward Islands, lie 100-150 miles west of Tahiti, and include the fabled island of Bora Bora. We even hoped, if you can believe this, that we could wait for a favorable westerly so we wouldn't have to beat back to

Tahiti.

It was on this trip that Larry invented the Rodamer wind scale, more suited to our experience than the more complicated Beaufort scale. The Rodamer Scale is: Force 0 — not enough wind; Force 1 — too much wind; Force 2 — wind from the wrong direction. Force 2 can be combined with 0 or 1,

Larry, collecting that precious commodity, water.

ALL PHOTOS BY LARRY RODAMER
AND BETTY ANN MOORE

and includes wind from dead aft, which is pretty hard to steer with a vane.

Huahine, the first island of the Leeward Group, lies about 100 miles from Tahiti. This would be our first overnight sail in four months, and our first sail outside Tahiti's lagoon in nearly two months. So we day-sailed over to Moorea as sort of a shake-down and to get our sea legs back. We waited out a few days of what we thought was "too much" wind, then left at noon for the 80-mile run to Huahine (Hoo-ah-nee-nay).

Although we had just cleaned the knotmeter, it wasn't registering as we left the pass at Moorea. Oh well, we thought, it'll start up when the rough seas get to it, and we can dead-reckon easily enough over the short distance if it doesn't. So we romped along under full canvas until dark, thoroughly enjoying the experience and imagining somehow that we were going 4-5 knots and would arrive at Huahine at dawn. What a shock when the knotmeter finally started working and showed us going 6-7 knots! The boat is really performing better now that most of the canned goods we brought from Hawaii are gone.

We figured at that speed we were well over halfway, and needed to slow down to 3 knots to ensure we wouldn't hit the island in the dark. So we started shortening sail. Even with three reefs in the main we were doing 4 knots, so we finally put out just the tiny staysail and jogged along all night. I guess for our purposes the wind was Rodamer Force 1 that night.

At dawn we were about 15 miles from Huahine, and slowly sailed along the east side to Maroe Bay. We motored into every cove in the bay looking for an anchorage in less than 70 feet of water, but didn't find one. I finally picked a narrow cove deep inside the bay with a waterfall high on one side as the most scenic spot, and we settled down to naps to make up for the nearly sleepless night at sea.

That didn't last long. Two kids paddled out and stood at the rail hoping to be invited aboard. We tried to explain that we were too tired to visit today — come back tomorrow — but they didn't want to hear that. They finally left but were back in a few minutes with a load of papayas and very ripe banana.



THINKING OF THE FOLKS BACK HOME

nas. Well, we couldn't turn then away then. So they came aboard, and we amused them with popcorn, binoculars, and other 'toys'.

The kids came back afterschool every day we were there, each time with a gift of fruit. They always stayed until dark, and we really had to think to come up with things to do. Communication was about zero, between our lack of French and Tahitian and their shyness. But we had fun anyway, flying our kite, then rowing the dinghy and us paddling their canoe, etc.

I pickled papayas, made banana bread, and started drying bananas in between rain showers. The Sailing Directions say about Huahine, "the land is generally covered with clouds and hidden by rain squalls." Despite the dismal weather we took a hike on the island and made a dinghy trip to the outer reef.

After five days of this we were ready for a town. After 45 minutes of hard work with the windlass, Larry got the chain and anchor up and we had a pleasant downwind sail around to the town of Fare. We lost another fishing lure just outside the reef — either a big fish or rotten monofilament, I guess.

Fare has a reputation among cruisers as a difficult anchorage, and rightly so. Depths range from 60 feet out near the channel to 15 feet near the Bali Hai Hotel, and people tend toward the shallower water as a relief from the generally deep anchorages in these islands. But the shallower the water, the shallower the sand layer over the coral rock bottom, and the wind really whistles along the shore when the trades are strong. We saw one boat dragging in a 20-knot wind after a 40-knot puff broke him loose, and Larry went to put a second anchor out for him when the owner obviously wasn't aboard. Our little Danforth and 100 feet of line wasn't enough, and Larry could hardly row it against the wind and rising chop, so he finally tied the other boat to ours. Then we got worried that *Dove* would drag, so we put out our big Danforth, the first time we've ever put out a second anchor. The CQR plow held, though, through two days of rain and squalls.

Finally the weather cleared and we got into town for some fresh food and a walk to see the "maraes" or ancient stone temple



Say Betty Ann, what the heck are you doing up there on the foredeck?

platforms on the north end of the island. We had a nice wine and cheese picnic on the shore of Lake Maeva and the three-mile walk cured our boat-boundedness for a while.

The island of Raiatea beckoned across the channel, so after four days at Fare we made a pleasant four-hour sail across. It was dead downwind, of course, but it gave us a

chance to practice with the wind vane. The bay we wanted to anchor in, Faaroa, was filled with rain clouds, and we'd had enough rain on Huahine to last us quite a while. So we motored 7 miles up the channel past the main town of Uturoa, and around past the airport to the marina.

Can you believe it? There's actually a marina on Raiatea. It's small, holding maybe a dozen cruising boats and six charter boats operated by South Pacific Yacht Charters. It's also not very deep; boats that draw 7 feet

INNOCENTS ABOARD



conch in taste. Also we found some nice cowrie shells, and I hear there are a lot of the spectacular seven-finger conch, if you know where to look.

One day, after shopping in town, we were sitting on "le Truck" waiting for it to go and I noticed it was loaded with all sorts of sacks, boxes, bread, fish, and people — usually a sure sign the truck is headed for the outer villages. Neither of us felt like working on the boat, so I checked with the driver to make sure he was returning to town that day. He

Betty Ann and her shell collection.



usually drag across a sandbar when entering. But it's brand new, has an adequate supply of good water reachable by hose, and it's easy to hitchhike to and from town. We're certainly not dependent on docks for cruising pleasure, much preferring nice anchorages, but we, like all the other cruisers, really revelled in the fresh water and the convenience of a dock.

We stayed for a week, doing all sorts of chores. We dismantled and painted Granny, the wind vane. I did laundry every day, even washing the hammock and duffle bags. Larry says he got his first uninterrupted night's sleep in months, without having to worry about the dinghy breaking loose or a

The lazy man's way of collecting that precious commodity, water.

squall causing the anchor to drag.

Aside from visiting the other cruisers, trading books, etc., there was constant entertainment watching the charterers come in. One guy ran aground on the sand bar; another fouled his dinghy painter in his prop. (We get to smile because we do the same kind of stuff!)

There's great snorkelling and shelling in the lagoon out toward the outer reef, too. We made dinner of trochas shells, sort of like

THINKING OF THE FOLKS BACK HOME



The marina at Raiatea.

said he returned at 12:30. Somehow I thought that meant he'd be back to town at 12:30, so we paid the extra fare and set off.

The ride out to the far end of the island was bouncy, but interesting. The road runs right along the lagoon, with occasional glimpses of deep valleys. But it went on and on, and soon we realized that he would begin to return to town at 12:30. At the end of the line we picnicked on the bread and cheese I'd bought that morning, and the truck began his trip home. He stopped at every copra shed, it seemed, and loaded many 150-lb sacks of copra at each. The first few loads went on top of the truck. All the men, including Larry, got out to help hoist them. But soon the inside of the truck was full too, and since we'd gotten on first we were jammed up against the sacks. I was sure rats or beetles would start coming out of them!

A hot, dusty, and tired three hours later we were back at the marina. It was interesting to get such a close-up look at local life, but it'll be a while before we sign up for another long-distance truck ride.

We were running low on diesel fuel, and the gas station across from the main wharf in Uturoa looked convenient. As long as no ships are in, and as long as you're gone between 6 a.m. and 6 p.m. on market days, it seems to be okay for yachts to tie up overnight. We were about ready for a restaurant meal, too, and had heard good things about one in town.

We motored over to the dock Tuesday



Dove, an Allied 33, slipping through the South Pacific.

morning, spent the day jugging fuel and buying a few groceries, and had a before-dinner drink on the boat. Then we dressed up. Larry in long white pants and I in a skirt and crocheted shawl, and stepped ashore, clean and dry-shod, and strolled two blocks to the restaurant. If you've never been cruising, this may not seem unusual. But try struggling with climbing into a dinghy (they always have wet floors) and getting ashore, either to a beach or commercial dock, in any semblance of good clothes, and you'll understand how nice a change our evening was.

After a lovely and inexpensive steak dinner we strolled back to the boat — no hitchhiking or long walks, mind you — and sat in the cockpit with our brandies. And, in the beautiful, warm, starry, tropical evening, we thought of home, and of what all you folks at home would be doing tomorrow, a typical Wednesday. Hump Day, with the weekend far away, driving to work in freeway traffic. . .

And we, what would we have to do tomorrow? Why, sail 30 miles downwind to Bora Bora, the most beautiful island in the world.

— betty ann moore

THE YRA

If there is one organization on the Bay that most sailors have heard of, it's the YRA (Yacht Racing Association). Many of us have received mail from YRA, paid race fees to YRA and had a question answered over the phone by executive secretary, Kitty James — then probably forgot about this efficient association that keeps over 100 races a year running smoothly.

Who is YRA? Basically it is sailboat racers — individual members who belong to one or more four charter associations as well as one of the 39 yacht clubs that are members of the YRA. To the novice, the alphabet soup of



the associations — ODCA, HDA, IORDA and OYRA can be confusing. But to the go-getum sailor, they are as familiar as the sail number of their main. ODCA is the One Design Classes Association; HDA is the Handicap Divisions Association; IORDA is the International Offshore Rule Divisions Association; and OYRA is the Offshore YRA. The YRA, in turn, is a member of USYRU (United States Yacht Racing Union), the national organization made up of yacht clubs, yacht racing associations and individual members across the country.

For most sailors, contact with the office, located at Fort Mason, San Francisco, means a chat with Kitty James. I'd been talking to Kitty for the last five years. Had we met? No. She was just a voice, punctuated by a cheerful laugh. But she always had the answers to my questions.

Called an unsung heroine by other YRA committee members, Kitty is much more than an executive secretary. With the help of her assistant, Debbie Atkins, and a computer, she maintains all the individual members' names, about 1,000 of them; their addresses, telephone numbers, as well as boat information. This information gets transferred to mailing labels for regatta

packets and other info that is mailed out. The most eagerly awaited are the race results for the YRA championship series.

"We pick up the finish sheets from the race committee using either St. Francis or Metropolitan YC as a drop. Debbie will track them down if they're somewhere in Marin. We try to get them in the office by 9 a.m. Monday morning," said Kitty. Usually within 24 hours, the results are in the mail. Although a few days may seem like a lifetime to a sailor waiting for his corrected time, old salts remember when the individual yacht clubs invited sailors to race and then mailed the results months after the regatta.

Most mail reaches YRA members overnight, but Kitty recalls one time that it didn't. It was the week of the season opener, the Coyote Point—Vallejo race, and none of the one-design sailors had received their race instructions. Day after day, sailors checked their mailbox and then nervously called the office.

"The entire one-design mail out was put in a large envelope and delivered to Rincon Annex, San Francisco's postal center," said Kitty. Although it was all first class mail, the post office decided it looked like third class. Jim Jessie was president of ODCA at the time. He got to the postal inspector in charge and personally took the place apart. Although the post office said they never found them, the packets miraculously began to show up.

Kitty's "career" started back in 1971 when she left New York and moved in with a cousin in Sausalito. "I started helping out as a recorder for MORA. Then all the MORA ocean racing results ended up at my house. We used to race my cousin's boat on the ocean for many years. But the first year I had the office I didn't race at all, never saw the water. Now I get out about five times a year." Kitty has been grappling full time with mailing lists and racing schedules since 1978. Two years ago Debbie Atkins was hired to help out.

Kitty is now part of an organization with a \$86,000 budget, 70% of which goes to maintaining the office. They deal not only with inquiries relating to YRA, requests from member clubs and individuals, but also with anybody who has a question about anything to do with yachts. One of the classics is the guy calling from New York who will be out here on business and wants to crew on a boat over the weekend before he starts work



GLENDA CANNY CARROLL

Kitty James, left, and Debbie Atkins.

on Monday.

The remainder of the budget gets divided up for things like trophies and maintaining 11 racing buoys. This year, \$5,000 to \$6,000 worth of work will be done on the buoys, primarily in the Olympic Circle areas off Berkeley. They will be sandblasted, painted, hauled and reset with new ground tackle.

And then there is the replacement of Yellow Bluff, the fastest disappearing mark in the West. "We deliberately set a buoy there with no eye on it," reports Kitty. "A few days later it had an eye welded on. So we took it off. The next time we went out, it



was gone. We strongly suspect that the herring fishermen are tying off to it, but we can't verify it. It will take the weight of the fish boat but it won't take the weight of the full net, too. It was never designed for that."

Although YRA has an executive committee, board of directors, appeals and race management committee, the small working group that affects most Bay area races is the Program Committee. They are responsible for the racing schedule and course areas. Scheduling for next year's season usually begins in the Fall, but the YRA office has already received a request from Richmond YC to hold open the Olympic Circle for the 1984 Fireball Worlds.

Leigh Brite, chairman of the Program Committee for the past two years, says that finding sponsors is the hardest problem they have. "The clubs are stretched to the limit and we have to twist arms to get sponsors. All of the clubs are putting on more YRA races than they would prefer to," he said.

This year 21 clubs are sponsoring races, varying from a minimum of one race, sponsored by Cal Sailing Club, to nine races — five one-design, one handicap and three ocean, by Richmond YC. The problem is finding qualified race committee people for each regatta.

"Serving on the race committee is duty in the trenches," says Brite. "You go out there and bob up and down, shooting your whole day. If all you are doing is writing down

numbers, it is not a whole lot of fun. Typically there are one or two mistakes, and there are all kinds of nasty comments. It is hard and unrewarding. When the race committee does a great job, it is very rare that a compliment is passed on."

One of the biggest changes in YRA over the past decade was moving from a fixed course to a course area. Typically there used to be only one course. When your invitation arrived, you could sit down and draw on your chart what course you were going to sail. It didn't matter whether the wind blew north or south, up or down. Now however, there are four course areas, the Cityfront, Knox, Olympic Circle and last year's new one, Treasure Island. The race committee can choose which course to sail immediately prior to the start, thus making for more true upwind legs.

No matter how much planning and years of experience goes into scheduling decisions, there are still problems. For example, last year the IOR fleet wanted a spinnaker finish so the boats could cross the line and sail for home.

"Unfortunately, they started at the same time with HDA, which was absolutely adamant that they would not have a downwind



LATITUDE 38 SHIMON

The YRA office is located at Fort Mason, San Francisco.

finish," says Leigh. "We worked it out that the committee would put out a leeward mark for HDA and finish the HDA people on the starboard side and the IOR people on the port side of the boat.

"It seemed like a workable solution, but it was a complete disaster with boats finishing

downwind on one side and upwind on the other. There were two sets of people calling times and the recorders didn't know who was calling what."

To develop the skills of the race committees, the YRA has developed a qualified race officer training seminar. This is a one-day program that takes a race committee member through the early organizational stage up to on-the-water management. A professional audio/visual presentation with slides by Diane Beeston and narration by Bob Marshall illustrates the on-the-water section.

Recently, a protest seminar has also been added. Produced by Jack Feller, chairman of the Appeals Committee, it is a day and a half seminar that covers every aspect of a protest hearing, including how to judge the credibility of the witnesses. A short video tape presentation will accompany this program as well.

Feller adds that a new experimental process, called a pre-hearing, will be discussed

in the seminar. Since some protests are cut and dry, the two skippers can sit down with a judge to see if it can be resolved without going through the protest hearing procedure — saving everyone a great deal of time.

The YRA
squeezes every
size and shape
sailboat onto
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52 weekends a year.

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RACE RELATIONS

While sitting around a Bay Area yacht club waiting for a race to finish, I passed time by chatting with a group of firstmates. It isn't often a writer finds herself in the midst of a potential story, and when these ladies started voicing their opinions on racing, I conducted an impromptu interview. Everything that follows is the hardcore truth, only the names have been changed.

Mary, a middle-aged lady opened the discussion by explaining, "I occasionally do my wifey duty and participate in short races. And when I do go, I don't like to lose. The tension in keeping a boat well-sailed makes me uptight. I figure there's enough problems in life without adding a self-inflicted torture."

"Speaking of pain and agony," another voice piped in, "I used to race too, but always felt like I was moving ballast." She continued, "You cram eight people in a four-foot cockpit and are not supposed to let these conditions interfere with your performance. Well, I quit racing after a crewmember walked over me to get to the winch which I was sitting next to. The jerk rammed his foot in my stomach and proceeded to trim the sail — pressing his entire weight on me the whole time. His only comment was, 'You're in the way'."

"Yea," another mate said. "It's getting bloody lips from winch handles accidentally being flung in your mouth that I don't like. And God forbid anyone should say 'excuse me'; manners are unheard of on racing boats."

A reserved person in the back presented an interesting point, "When Arnold and I first got into boating, it meant a good time on the water; relaxing daysailing with friends, or weekend cruising. That changed when dad caught the racing fever. His priority switched while mine remained the same." Judging from the bobbing heads, most of the ladies wholeheartedly agreed.

The ultimate story was when a skipper's daughter-in-law slipped on a wet deck and banged her head on a winch as she fell. Crewmembers immediately ran to her aid, but it took them a few minutes to decide the best way to move her. During that lapse the captain commented, "We have a race to win, get the body off the deck."

Jill, an enthusiastic sailor — not to be confused with racer — proclaimed, "I have no objection to racing, just as long as I don't have to go!" More vigorous nodding followed that statement.

ed that statement.

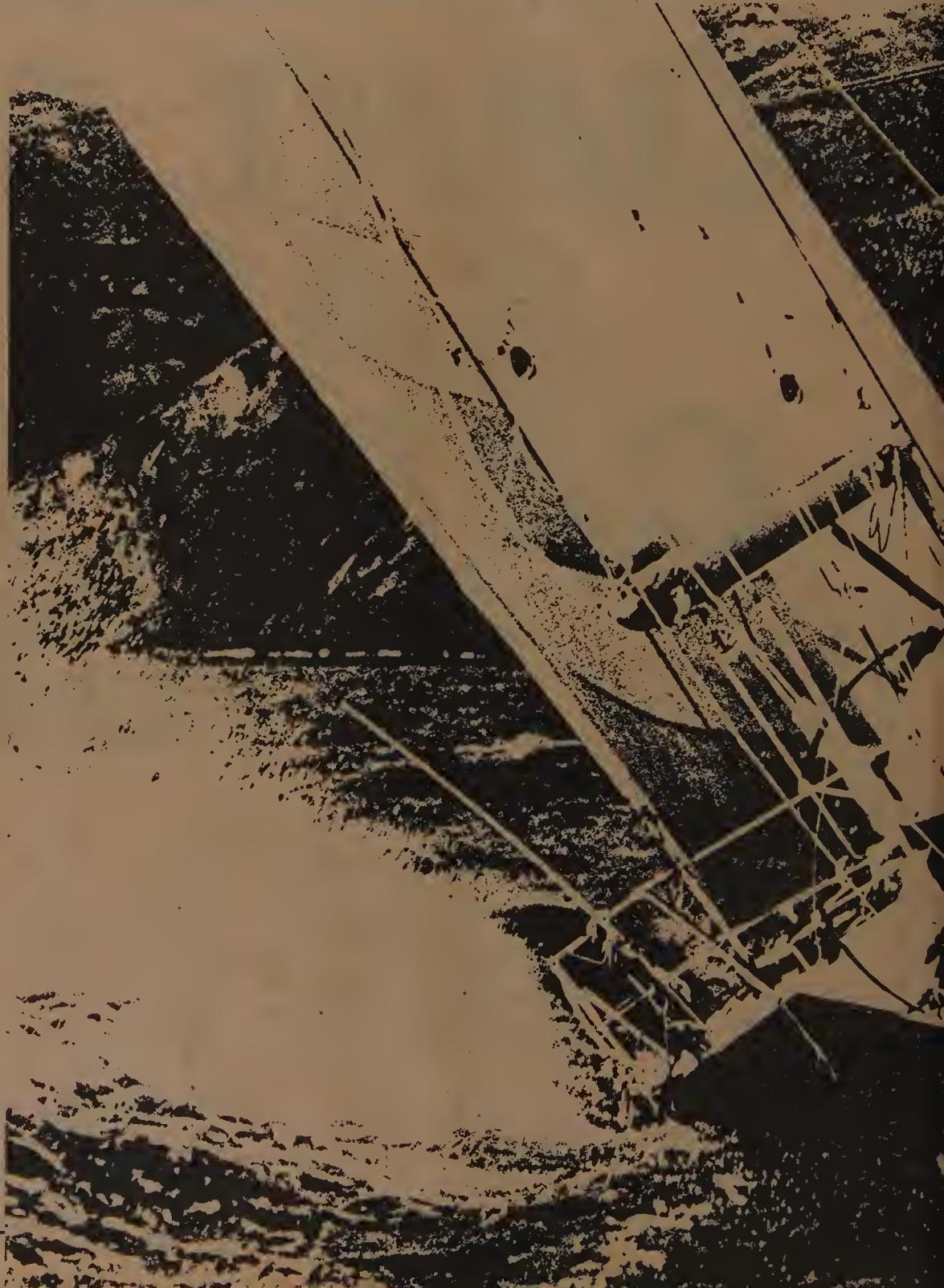
The ball was rolling and pent up feelings were freely being aired. The most common complaint was how the racing skipper's personality changed, and how he shouted and barked at people — especially his spouse. "Jack's normally a laid-back person, but put him on the helm during a race, and he becomes a screaming idiot," Jill remarked.

A longtime firstmate told about a racer's wife who couldn't handle this Dr. Jekyll transformation. And through her insistence, he sold the boat. This couple now whack out

their frustrations on the tennis courts.

"Let me say a word about the non-yellers," somebody chimed in. "Although Dean rarely raises his voice, he still wants instantaneous response to his commands. And having to do everything 'right now' and 'perfectly' too, creates the same tension that yelling does. We never have this problem when we're cruising."

No place for a lady, or just no place for the placid?



NO PLACE FOR A LADY?

A grandmotherly-type contributed her opinion by saying, "When men reach the Geritol age" — as she considered her husband to be — "I think they should stop beating their fool brains out and just go along on the race as a passenger. You know, make sandwiches, or read a book. Let the young musclemen call the shots. The boat should win the trophy, not the skipper."

Another unanimous grievance was fear of crashing into another boat. Mary's commentary on that, best described the group's feel-

ings. "Where else but in racing do boats purposely cluster together — with an unspoken threat, 'if you don't move we'll hit ya!' It's unthinkable for a skipper to alter course and give an inch — even when he damn well knows he may get broadsided any moment. Competition seems the surest way to bring destruction to a boat, both inside and outside. I can always tell when the boat's been on a race because there's new nicks and scratches."

Changing the subject, another lady related a familiar scenario. "When I get fed up with

Homer's racing, I inadvertently refer to it as 'his' boat. That Freudian slip sends him in orbit and he mopes around all day feeling persecuted."

Mary elaborated, "I hear you! Larry's typical follow-up to that slip is, 'We'll sell the boat, honey, then we can do more things together'." Everyone giggled at that phony line.

Jill complained, "Do more things, my foot! Everything in our lives revolves around *his* race schedule."

Opinions varied on that issue. The majority of ladies enjoyed having Saturdays and Sundays to themselves so they could pursue their own interests. But, Mother's Day and holiday races were not appreciated. A handful of others resented being abandoned anytime.

Inevitably the topic of racing expenses cropped up, and surprisingly this point didn't cause any explosions. The elderly lady resolved that problem years ago by opening her own checking account to ensure household expenses got covered. Her husband had his own boat account which eliminated any budget conflicts.

There was an isolated case of a spiteful wife who felt entitled to spend an equal amount of money for every cent her husband spent on marine equipment. Their lives were obviously taking separate paths; particularly since that skipper signed on a new female crewmember who was eager to grind his winches.

I gathered from this discussion that many firstmates didn't enjoy racing because tension was high, nerves and equipment get strained; and vulgar language, shouting, and whizzing overboard are routine. Plus, the boat is being pushed to maximum performance and the excessive thrashing motion is often wet and uncomfortable.

Dissatisfaction continued at the dock since the shipload of deck-apes drank and scarfed up her food. The crew slopped up the boat which she spent hours cleaning; and then rushed off after the race without as much as offering to dump a bag of garbage. Where was the fun?

These viewpoints are as real as the starting line. And if there were a category for a number-one, overall winner, it would be for a skipper who keeps peace with his firstmate and still races.

— lynne orloff-jones



THE PRIDE

It was a blustery Sunday at Pier 39 when we decided to check out the *Pride of Baltimore*, a splendid clipper schooner that sailed into the Bay recently.

As we beat to weather across the pedestrian bridge from the parking lot, I pointed to the huge raked masts towering above the shoreline. "Wow, it's really gorgeous, isn't it?" I commented to my husband John. "That's the *Balclutha*, silly," he teased. "That's the *Pride of Baltimore*, over there near the Eagle Cafe, with that long line of people."

He was right, of course, and we joined the fast moving line of tourists and locals for a closer look at this celebrated vessel, visiting here on a Pacific Coast tour to advertise the renaissance of the historic port of Baltimore.

She didn't look nearly so elegant tied at the dock as in pictures we had seen of her arrival under 9500 square feet of canvas, but we were curious about the handbuilt wooden schooner, a re-creation of the Baltimore Clippers that harassed English merchant ships during the War of 1812.

We ascended the ramp onto the beamy craft noting her unusually low freeboard, which made me wonder how she was fitted out below, so we asked around for the person in charge.

"The Captain," we were told, "is at the laundromat." But we were given an informative guided tour by the second mate, John Eginton.

We stood near the stern of the 136-foot schooner (which would be a mere 90 feet if you lopped off its enormous bowsprit), and our narrator began his story.

"We left Baltimore on Halloween," he said, "and it was a 20-day passage to



the *Pride* had been clocked at 13 knots. No wonder these Baltimore clippers were such notorious privateers.

"From Panama to Costa Rica it was flat calm, no sailing at all," he said, "and we haven't really had any good sailing since then. It's all been uphill." But I dare say, not

The *Pride* enters the Golden Gate amid a gaggle of fans. Above right, "Now that's a tiller!"

They tried three times to leave Puerto Vallarta for Mazatlan, and were beaten back twice by storms. "We couldn't make any headway against the rough seas and headwinds . . . Then we had a good sail from Mazatlan to Cabo San Lucas, the wind was on the quarter all the time . . . but once we left Cabo San Lucas it was headwinds and headseas all the time. We had done 600 miles in three days going to Panama, after that we did 700 miles in 12 days so it was not great progress." I hesitated to inform him that this was a common complaint in these parts.

We passed down a short, narrow gangway into the aft cabin, normally off limits to visitors. "The aft cabin, unlike the main hold, has been kept to its original 1812 appearance," he pointed out. We inspected the captain's and first mate's bunks, built-in on either side of the small neat cabin, and an antique-looking desk that served as the navigation station. "We do have standing headroom here, which is a sort of luxury,"



Jamaica; just a straight shot."

They spent seven days in Kingston, Jamaica, before the *Pride* set sail again, on Thanksgiving. "From there we had the nicest passage of the whole trip, 600 miles from Kingston to Panama in three days flat." Pretty swift, I thought, and he mentioned that

as far uphill as if they had come the 1800's route, around the Horn!

They hit a surprise squall off Nicaragua, and the Mexico coast was calm, but coming out of Puerto Vallarta was the most difficult.



Then he allowed us to inspect the rest of the ship, first passing through the engine room amidships which takes up quite a lot of space.

"When they first came up with the idea (of building the ship), they thought she'd be an authentic replica above decks and below, and she would just be a static dockside exhibit in Baltimore, with the *Constellation* . . . but when she was under construction they got the idea to send her up and down the East Coast on a long cruise just so people would get to know about her and maybe come to Baltimore to see her. So they put in an engine, which was just a temporary idea, and then I guess the generator came along when they were fitting her out for just the one cruise. They were going to tear the engine out again after she completed the one cruise, but the first cruise went so well that she's been sailing ever since."

"The engine is adequate for getting us in and out of harbors," he continued, "but she doesn't motor very well at sea. There's so much windage in her rig that you can't motor into a headwind very effectively. Also, her propeller is only about two feet underwater, so it tends to be out of the water a great deal when we're at sea."

From the engine room, another passageway led us into the beamy main hold where the other ten crewmembers live. Ten bunks are tucked behind curtains on either side, complete with mattresses; a far cry from the rope hammocks they'd have had during the early 1800's.

he explained. I asked if everything was authentic. "Everything that you can see," he emphasized. Then he revealed, hidden behind highly varnished cabinet doors, some very modern navigation equipment: Loran, single sideband radio, a thinly disguised radar unit with a "genuine 1812 Raytheon

keep the *Pride* sailing is to sell souvenirs," our hosts explained, gesturing toward piles of teeshirts, stacks of postcards, boxes of mugs, and dozens of yo-yos emblazoned with the schooner logo.

"And this is our carpenter shop," the second mate continued, pointing out a corner crammed with woodworking tools. "Must be a very short carpenter," my companion commented, referring to the low ceiling. "No, it's a carpenter with a bad back!" the crewman retorted.

The *Pride* boasts a standard pump-action



JOHN ROWLEY

head, (guess you don't use a bucket on a goodwill voyage), but I forgot to ask if there was a holding tank.

The bow is typically the storeroom for the enormous lines and the 19 sails, all of which are canvas except the storm trysail. "That's because if we have our storm trysail on, it's not likely that anybody's going to be looking at us!" Eginton explained.

Fully rigged, the *Pride* flies eleven sails, which take about 45 minutes to hoist. "We'll probably have all the rags up when we move over to Jack London Square, because people will be taking pictures of her . . . but we're pretty conservative (when we sail her) because we survive by generating publicity . . . People would love to hear 'Pride Lost at Sea' or 'Pride Breaks her Mast' . . . but we try to make sure that people don't hear things like that."

We mounted the stairs to the deck, the authentically reproduced portion of the schooner, where hoards of tourists were milling about, snapping photographs of each other, and *Pride* crewmembers answered questions and peddled souvenirs. Our guide had to leave us at that point to tend to his duties, so we read the brochure and took in the topsides on our own.

Except for a few prisms in the decks, the boat has the appearance of an authentic wooden schooner from the 1800's, complete with baggy wrinkles, cannons, and



JOHN & SUE ROWLEY

The galley features a diesel-fired stove, a gravity-fed sink faucet, and a very modern refrigerator-freezer. There is no standing headroom, except under the hatch, and the cabin is cluttered with *Pride of Baltimore* souvenirs.

"One of the ways we support ourselves to

cover", a VHF radio, RDF, depth finder, and Kenyon log.

"We're trying to do something in this boat that they never did in 1812," he explained, "that's sail offshore and keep a schedule. They never worried about schedules back then, but if we're late, it's a nuisance. So, we don't be late!"

PRIDE

hoops around the towering raked masts for the enormous gaff-rigged sails. She was commissioned in 1976, however, and built at a cost of \$450,000. A team of 100 carpenters, sailmakers, riggers, artisans, and blacksmiths using traditional boatbuilding techniques, materials, and tools constructed her on the Baltimore Waterfront, under the inquisitive eye of the tourists.

South American hardwoods were used extensively, such as Bullet Tree and San Maria for the frames, and Honduras Mahogany for the brightwork. The decking is Pitch Pine and the spars are Douglas Fir.

The *Pride* will be in the Bay Area until May 13. She'll be docked at Jack London Square on April 30th and May 1st, with free boarding from noon to 5. On May 5th she'll travel over to Sausalito, and, according to reliable sources, she'll engage the 83' *Wanderbird* in a race from the Bay Bridge to the Golden Gate, back to the Bay Bridge and then to a finish off Sausalito. *Pride* will then partake in the Maritime Days celebration at the Bay Model Visitor Center at the foot of

JOHN & SUE ROWLEY



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On the 13th, the professional crew of 12 men and women will take *Pride* up the coast, which means you'll probably get another

chance to see her under full sail when she departs. At the conclusion of this 17,000 mile voyage, she will have visited every coastal state in the continental U.S. Rumor has it the ship will be in San Francisco again on the return trip this fall, and possibly even travel up the Delta to Sacramento.

— sue rowley

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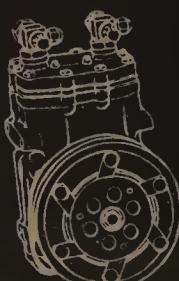
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Q. What manner of creature has eyes as big as sewer lids, claws for hands, tendonitis, and a vocabulary limited to "One more wave!"? **A.** A helmsperson just finishing the 1983 Newport Beach to Cabo San Lucas Race.

Numerous such creatures were visible recently in Cabo — some passed out on the beach, others viciously gripping the bar at

Charley pretty much
followed in
Merlin's footsteps
all the way.

the Hacienda hotel. A few had recovered sufficiently within hours of their finishes to expand their vocabularies to "We shoulda gone right", and "Take me to the airport". In all, damage to bodies and brains easily exceeded the damage to the yachts themselves.

Most of the Northern California contingent arrived in Newport after skipping Monterey Bay's Ano Nuevo Race. Participants in that race may have thought southbound travellers were getting pasted, but this was not the case. Both *Bullfrog* and *Octavia* had picture-perfect trips down the coast, marred more by engine troubles than inclement weather.

Pre-race activities in Newport Beach included the standard instruction dinner, complete with overpriced buffet and repetitive introductions. There was also the usual pre-race running-around for mechanics, electronic technicians, and Mexican paperwork. The biggest question remained, of course, what's the weather going to do?

A fleet of 47 hit the starting line off Newport Beach on Saturday, March 19, a better than average showing for a race to Mexico. Judging by the start, one might have assumed conditions for the race would be identical to the typical Ensenada Race — a light afternoon southwesterly becoming drifter-city by evening. "Ho hum", many thought, "another one of those races". Little



did we know.

They that guessed right went offshore the first night and made out like proverbial banditos. Most notable of leaders by day two were *Hana Ho*, *Earl of Mar* and *Upbeat*, three Santa Cruz 50's sailed by Southern Californian's with plenty of Mexican experience. After mere hours of racing, it looked like they had the jump on *Merlin*, which hadn't had a chance to let sail-area and waterline work its magic. Those of us (oops!) who stayed closer to shore had our own battles going, with half of Class A battling for the top of Class B. Oh, how embarrassing!

On more than one morning, we on *Octavia* awoke to find the likes of *Ragtime*, *Bullfrog*, *Immonette*, *Whistlewind*, or other Santa Cruz 50's in the neighborhood. Having let the lead boats slip away offshore the first night, we were all stuck commiserating with each other, and cursing the IOR. Fortunately, navigators were largely spared from execution, while blaming 'tactics by

committee' for their misfortune.

The long-awaited duel between veteran *Merlin* and new-kid-on-the-block, *Charley*, shaped up immediately. *Merlin* showed superior, but not blazingly superior speed. Both boats took the inside — or at least not way-offshore — track, with *Charley* pretty much following *Merlin's* footsteps a few miles back all the way.

The event that turned this race into something other than a light-air nightmare was the passage of a front Monday morning. Pre-frontal activity — no relation to pre-frontal lobotomy — included a couple of hours of heavy southerly wind and rain. But this quickly passed as the wind pulled more westerly, and spinnakers blossomed as fast as crews could decide "Which one?" Usually the spinnaker flown was the one closest to the top of the pile of unfolded jibs.

There followed two to three days — de-



pending on boat size — of the most wonderful downwind sledding imaginable. Lightweight flyers finally pulled away from their lead-dog rivals, and began picking on one another instead. The wind piped up into the low twenties, and varied to either side of north, offering some strategic jibing situations. The waves could have been bigger, but there were still dandy rides for those willing to finesse the helm. We re-discovered the fact that some old Signet D.A.D. knotmeters blank out over 20 knots. Cabo '83 turned into the mini-TransPac it was billed as.

There were no lack of casualties, either. At least one boom was broken, and *Apparition*, the race's only Santa Cruz 40, reported steering problems related to a rudder bearing. John Scripps' venerable *Miramar*,

largest boat in the race, blew out four spinakers before finding a rusty storm-chute to finish with. And *Octavia* broke a steering cable at midnight of her last night out, precipitating a spectacular crash and some creative jury-rigging.

For a long time it looked like first-to-finish honors would go to a Santa Cruz 50. However that honor was ultimately won Wednesday morning by co-favorite *Merlin*, leading the other co-favorite, *Charley*, across the line at Cabo's Solmar Hotel by about two

finishing boats from Classes C and D. It was a reflection of the first day's light winds, and the A fleet's high ratings.

Celerity, a Serendipity 43 hailing from Newport, topped the fleet and Class C, followed by a Frers 38, *Pacemaker*, and the Nelson/Marek 41 *Free Enterprise*.

Out of the eight Northern California entries, best performer was Charles Winton's *Chimo*, from San Francisco Yacht Club. Crew member Duncan Kelso felt *Chimo* was quite fast in light air, but wasn't pushed hard enough in the heavier stuff. *Bravura* and

NEWPORT TO CABO SAN LUCAS RACE RESULTS — IOR

First-to-Finish: *Merlin*, Lee 67, Sandy Purdon, San Diego YC
Corrected Time Winner: *Celerity*, Serendipity 43, William Ostermiller, Bahia Corinthian

Class A	1. (7) <i>Hana Ho</i> 2. (8) <i>Upbeat</i> 3. (17) <i>Earl of Mar</i>	Santa Cruz 50 Santa Cruz 50 Santa Cruz 50	Morrie Kirk Don Ayers Dick Elliot	Balboa YC Newport Harbor YC Newport Harbor YC
Class B	1. (15) <i>Aleta</i> 2. (19) <i>Temperity</i> 3. (21) <i>Ol' Roller</i>	Peterson 46 A&R 50 Peterson 46	Warren Hancock Theodore Kerr Richard Fantozzi	Newport Harbor YC Bahia Corinthian YC Santa Clara S.A.
Class C	1. (1) <i>Celerity</i> 2. (3) <i>Free Enterprise</i> 3. (5) <i>Quintessence</i>	Serendipity 43 Nelson/Marek 41 Peterson 41	William Ostermiller Richard Ellinger Donald Hughes	Bahia Corinthian YC Newport Harbor YC Santa Barbara YC
Class D	1. (2) <i>Pacemaker</i> 2. (4) <i>Big Wig</i> 3. (6) <i>Pelican Express</i>	Nelson/Marek 41 Choate 40 Farr 1 Ton	Steven Promisoff Ron Melville J. Crew	Southwestern YC Balboa YC Ventura YC
Northern California Finishers:				
Fleet	Class	Boat	Type	From
13	C-6	<i>Chimo</i>	N/M 41	San Francisco YC
13	C-8	<i>Immonette</i>	Frers 46	St. Francis YC
22	D-7	<i>Montgomery St.</i>	Cal 40	Richmond YC
23	B-4	<i>Builtrig</i>	Peterson 55	San Francisco YC
24	A-5	<i>Charley</i>	Holland 70	Nolan Bushnell St. Francis YC
30	A-9	<i>Octavia</i>	Santa Cruz 50	Santa Cruz YC

hours.

Morrie Kirk's *Hana Ho*, always well-sailed, led the Santa Cruz 50 contingent just 20 minutes later, close to mid-day. That Old Campaigner, *Ragtime* squawked in among the middle of the S.C. 50 fleet late that afternoon. After dueling within sight of each other for the last day — and crossing jibes at midnight close enough to spit — the final four S.C. 50's finished within an hour of each other, but just behind the Farr 55 *Whistlewind*.

The Wednesday night finishers didn't fare too well in the overall standings, for when dawn came Thursday, most of the top six handicap places were filled. In fact, the top six places were split evenly between later-

Lois Lane were pre-start Northern California drop-outs.

The eight boat PHRF fleet was led by Lee Newfield's Santa Cruz 33, *Windfall*. Newfield admitted to being sore, but had a smile you could drive a truck across his sunburned face. Last-to-finish in PHRF and overall was the Cal-39 *Delphis*, with a barn-door rigged as an emergency rudder.

Besides the burgeoning rivalry between *Charley* and *Merlin*, another two-boat battle of interest involved the Santa Cruz and

CABO RUN

Olson 40's of which there was one in PHRF and one in IOR. It is still difficult to draw realistic conclusions about these boats. In this race each went different directions and sailed in different fleets. The Santa Cruz 40, *Apparition*, put in an impressive performance, sailing much of the race with wing-out jibs after encountering steering difficulties, and finishing three hours ahead of the Olson 40 *Flight*. Still, it will take a head-to-head TransPac run to really sort out the '40' rivalry.

Most of the post-race war stories involved conversations much like this: "We went left when we shoulda gone right." "Well, we went right when we shoulda gone left." "Hell, we went right, we went left, and whatever we did, it was wrong." Yes, it was just like that. Alternative conversations involved head and ego injuries mainly involving excess alcohol. One story has a crewman climbing a palm tree to investigate a party, only to find a bedroom occupied by all males — what luck. Alameda sparmaker Dave Hulse's bemoaned being stuck in Cabo over the weekend after his cabbie took him to the wrong airport. And everyone agreed that the

race could have continued a couple more days and they wouldn't complained too much about having to steer down a few more waves.

Random notes:

Charley B.M.W. Chuck Hawley expressed satisfaction with the new boat's performance, admitting they were still learning. Chuck claims *Charley* goes real fast under certain conditions, and under other conditions goes about as fast as a Santa Cruz 50. *Charley*'s crew is trying to shave a bit more off their rating, and to make the boat a bit stiffer. Consensus is that in light-to-moderate conditions she'll go at least as fast as *Merlin*, but the older boat may have an advantage in

heavy wind and big waves.

A week before Easter, Cabo was not very crowded. About fifty boats occupied the beach anchorage, perhaps half sportfishers, and half sailboats. The racing fleet moored for a time at a hastily-installed dock in the new inner harbor, tying stern to and placing bow anchors. A long raft quickly developed, producing some anxiety when a stiff northerly blew through.

Prices are still low in Cabo, although reportedly higher than elsewhere on Baja. It's easy to get angry about being charged 200 pesos for a cab across town, until you realize that 200 pesos is about \$1.25. Biggest rip-off was the Hacienda Hotel, which adds 26.5% onto the bill for "service", when service is nearly non-existent. How can you have room service with no phone in the room? A beer at the hotel costs the same as a six-pack in town. Best meal deal is Leonard's, where breakfast for two costs under \$2.00. A copy of *Latitude 38's Abridged Guide to Cabo San Lucas* [January '82] is invaluable. Best of all, the air at Cabo is warm and the beer is cold.

— fred sampson

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TROUBLEMAKER

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This IOR thoroughbred, currently rating 28.2, has participated in the 1977, 1979 and 1981, and is chartered for the 1983 TransPac. This fine vessel is fully equipped with all TransPacific Yacht Club required equipment, and carries the following sail inventory:

1977 MITCHELL

Main	Light 150%
130% / 90%	Blast Reacher (125%)
Storm Jib	Dual Wing Staysail
1.5 oz. Spinnaker	.75 oz. Spinnaker
.75 oz. Spinnaker	.50 oz. Spinnaker
.75 oz. Blooper	1.5 oz. Blooper

1981 HORIZON SAILS

Main (Kevlar Leech)	Mylar 150%
125%	Kevlar 110% (1982)
Jib Top (150%)	1.5 oz. Spinnaker
1.5 oz. Blooper	Dazy Staysail

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"Troublemaker's topsides have been completely repainted with linea polyurethane, her bottom faired, & black International Micron 22 bottom paint applied over Hypoxy this winter. It was a pleasure working with owners that want to do a proper job."

TWO WEEK PASSAGE

On the morning of the 23rd of September 1983, I fueled up at the Ala Wai harbor ready for the sail back to San Francisco on my Catalina 30, Voyager. After a month of cruising the Hawaiian Islands and catching the Clipper Cup series, I was prepared for the trip back. The rigging was checked for the last time, last minute provisions stored, and a final call to the airport for a weather report.

I would be heading out north up the Kaiwi channel between Oahu and Molokai. The forecast called for 10-15 knot winds from the northwest with 4-6 foot seas. There was a hurricane 300 miles southwest of Hawaii moving northwest. It all sounded like the same report I'd been hearing for three days. Well, let's go sailing!

With me were Rosi from Germany, who had sailed with me before, Amy from Hawaii, and Dave from Berkeley, who had limited sailing experience.

The forecast of 10-15 knots turned into a realistic 20-25 knots with 8-10 foot seas. The channels are like that in the fall. By dark the weather had not changed, so we had a good hot meal and settled in for a rough night. The next morning was the same, wind out of the NW at 20 knots. I was glad we had rigged a temporary dodger before we left. It was pouring. We were hoping this would be the last of it and we could settle in to the trip, which we expected to take 30 days. The weather stayed the same for the following 3 days.

On the morning of our 5th day there was a cry from the cockpit, the mast was going! I was asleep below and by the time I came topside the stick was still aloft but bent two feet below the spreaders at a 45° angle to the water..

After a round of choice Aussie adjectives I started securing it down with all the line I could get my hands on. All I needed was for the stick, sails and antenna to find its own way to California. It was at least a half hour before any of us realized that the sun was finally shining. Great timing!

After assessing the mess, my assumption was that the lower forward shroud came out of the turnbuckle on the starboard side, and the upper shroud followed. After getting a sun fix in mid-afternoon, we attempted to retrieve the top of the stick and sails. Our safety harnesses with double lines limited our movement and it was frustrating. We were pitching and rolling, and then, because it



John "Whitey" White.

was our day to be tested, the wind died.

The stick finally broke where it was bent and now we had 2 sections of mast, main and jib, and shrouds and halyards all over the windward rail. We also had six foot seas and no engine (the electrics had taken a bath). I got Dave to go over the side with my air tank to try and untangle the carnage. We finally pulled the mess up with the port winch and slings. The hard day's work felt good. Our VHF was useful for about 10 feet, and over dinner we decided to set the EPIRB in case of air traffic during the night. We were all in good spirits, considering, and strapped ourselves in for the night.

I took a sun shot the following morning and plotted a slight westerly set during the night. My DR placed us due north of Hawaii. We spent the day mending the sails and cleaning up everything we could salvage.

Our box of spares had some 1/8 and 5/16-inch wire rope, which was going to be the shrouds and backstay on the 18-foot section of stick I was hoping to restep.

With the Honda generator supplying power, I fixed eye bolts and blocks at the head of the new mast and swaged the shrouds and stays back on ready for resteping. The Honda really paid for itself by allowing us to use power tools in this situation — and keeping the reefer cold!

By noon we attempted to step the mast, but because of the seas, without luck. On our next try I was thrown against the pulpit with the mast smashing my arm. After more obscenities I realized that my arm wasn't broken, but I could hardly move it. Finally, at 4:00 pm with 100-ft of anchor line, blocks, winches and patience, we got it up. A very nice feeling all around. My thoughts at this stage were focused on sailing back to Hawaii. I resplied the VHF antenna and then got busy securing the stick in case the weather turned bad, which it looked like it would.

Just as I was sitting back enjoying another Tuna and Pork'N Beans a la cold — it was impossible to cook even with the gas cooker — I spotted a ship on the horizon. I really couldn't believe it. Only 2 days drifting and here is a ship. I tried raising them on the VHF channel 16, but nobody was home. Eight eyes were glued to her shape and we all wished the sun would set in a hurry so we could send up some flares. In the next 15 minutes I had sent up 6 flares and still no response from them on the VHF. The EPIRB was useless to try but I had it on anyway.

On the seventh flare we could see them altering course slightly. We were all wondering if we were going to see her sail over the horizon without seeing us. But as she approached I could see them flashing Morse at us. With my powerful little flashlight, I returned their flashing with all the Morse I could muster: dot dot dot, dash dash dash, dot dot dot. This went on until they realized that was all I knew. At last they discovered channel 16 on the VHF and identified themselves as the *Wanderer* en route to

Strapped on deck.



TWO WEEK

Canada from good old Australia. I requested them to notify the Hawaii Coast Guard of our predicament and that we were going to

PHOTOS COURTESY OF
JOHN WHITE



attempt to sail back. After they talked to us for a while to make sure we were all right, they asked me to release them from the mayday.

We all slept well that night knowing someone knew where we were. We no longer felt so alone out there. The weather was going to turn on us again, so it was another night of tying ourselves in. I still didn't want anyone to go below to sleep in case we needed to hit the Avon and the liferaft if another big storm came our way. To celebrate our pleasant day we had another great feed of tuna, Pork 'n Beans and also a nice cold Fosters.

In the morning we set about securing the stick and getting the boom back in place. At 9:00 a.m. I heard some more traffic on the radio and for the next 20 minutes I tried making out who it was. Finally they came through a little clearer and identified themselves as the *Nordland*, a Swiss freighter headed for Washington, also outbound from Australia. The Coast Guard called them during the night and asked them to contact us. They didn't have to alter course much but we were grateful that they did. The Captain asked if we needed anything in the way of food or water, and if I wanted, he said he would try and lift us, boat and all, on board with the deck cranes.

Oh yeah, life goes on, even after the thrill of dismantling is gone.

I asked him for a SatNav fix and a weather report. Their reply came back quickly (Oh, for that SatNav!) another storm was headed our way but no more shipping. The Captain also explained that the only reason they were in the vicinity was because of a big blow NW of our position. He wanted to know if we needed anything so I asked if they had any Australian beer, seeing as they just left there. As we found out later, the first officer had put two cases of Pilsener in a plastic barrel and epoxied it up ready to drop over the side — nice guy!

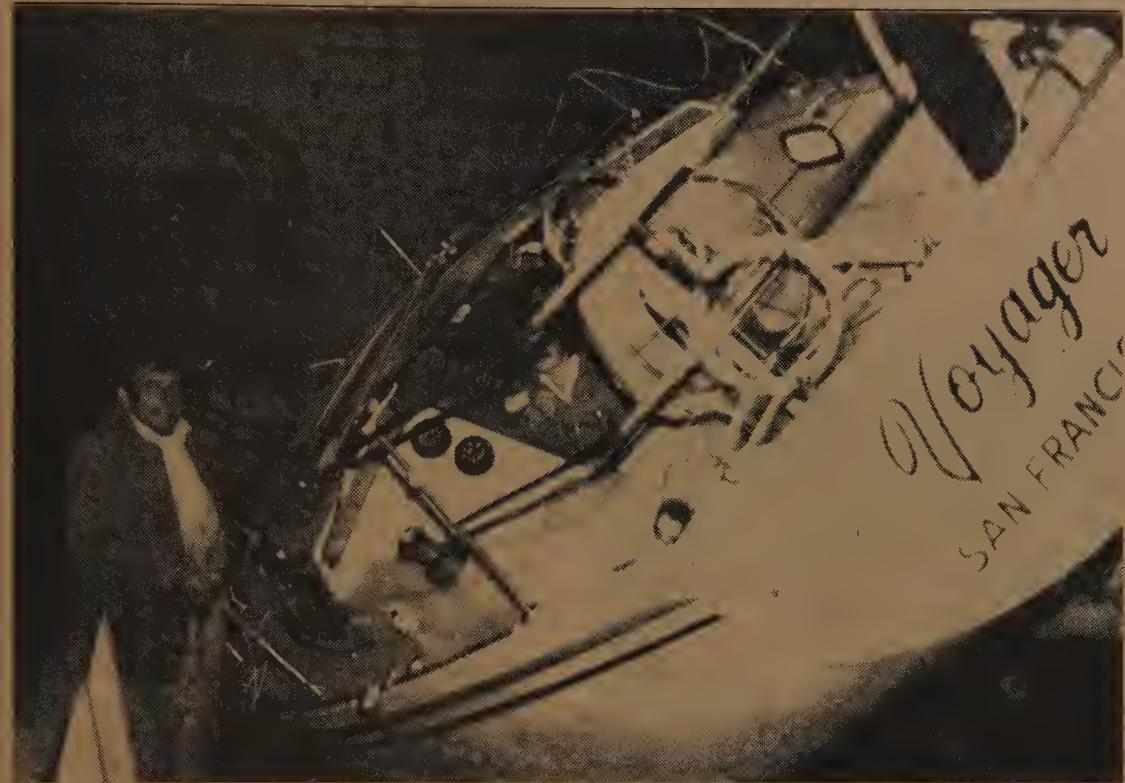
Finally we could see them, coming out of the west and heading NE. They altered course and started to slow down. The Captain came on the radio again to ask if we wanted to be picked up which meant that he could have to salvage my vessel. No bloody way did I want to give up to salvage, mainly because I didn't know anything about it. I then asked the Captain what this meant, and his reply was real reassuring, "I don't know either". He read from a book, but it was too technical for both of us. He stressed that if I had insurance that would take care of it. I told him that I would call back after I talked to my crew. No sooner had I signed off when I could see the crew packing! We talked about it then took a vote; three yesses decid-

ed the answer. I would have liked to, at least try to sail after all we went through to jury rig the stick. But reflecting back on it now, getting picked up was the best thing.

What followed was part tragedy and part comedy. The Captain swung a large 360 degree turn and approached us from the north to put us in his lee. The crew threw us 2½ inch lines fore and aft to tie off. With a 6-10 foot swell it was scary to see the lines snap one after the other. This was the first time anything like this has been attempted by anyone involved. We did have huge bumpers between us but sometimes the crew forgot to lower them when we fell. Crunch . . . The Captain was right on the ball using his helm to flatten the sea, making things much easier to all. My crew had to board the *Nordland* while I was left on the *Voyager*. As soon as the girls were on board the crew left the rail. "Hey! Remember me?"

The deck crane lowered the block down and, painfully, I tied off the mast. When they took up the slack I had to cut all the lines I had tied off, and all the wire rope was let go for my second dismantling. Next they lowered two-inch wire slings for me to put under the *Voyager*. I called the Captain and told him it was a fiberglass boat. Wire slings was all they had. I asked him if he had a cradle or how was he planning to secure the





Two of Nordland's crew helping fix her up.

boat once they had her on board. "We will put her in the hold." Oh boy!

I dove under with my tank to secure the slings with the help of a crewman on deck. Seeing the movement of the two vessels under water will not be forgotten for a while.

The Nordland



Finally they raised us up, and we jumped off at deck level. The guy up in the crane traversed the boom, and the Nordland started rolling. I was on a hatch cover watching my Voyager swing across the whole deck a couple of times before the crane driver lowered her to the hatch cover. That slowed her down some . . . scrape! Lines were tied off fore and aft again just before the next swing. To stop her swinging a crewman tied off the midship line to a huge cleat — wham! — the other end was tied off to my primary winch! Guess which gave way? The Captain was doing a tremendous job on the helm under the circumstances and finally Voyager was bounced on the deck. The keel refused to break as they lay her on her side, and after placing a couple of sleepers underneath we strapped her in tight for the trip to Washington.

On the trip, which lasted seven days, I learned a lot about safety devices one should not leave home without. I also have a greater respect for merchant seamen. A small 30-ft sailboat and large freighters on the same course seem so different, but the weather, the stories, and the people are all the same. It was a different way to get through the

highs. When I got back to San Francisco I couldn't wait to call Doug Duane who left Hawaii a week before and tell him that I made it back in 14 days! The Captain, Officers and crew were fantastic and spoiled us all the way back. I can't thank them enough.

When we arrived in Port Angeles, Washington, there was a whole boatload of lawyers, customs officials, shipping agents and emigration officers all wanting a part of us. It wasn't until two weeks later when I was back in the Bay Area that I discovered bottom line on being salvaged was the \$650 deductible on my insurance policy. I think that insurance is a must for sailing in open water. It sure saved me a bundle and salvage is not a real problem once you understand it a little better.

They placed a lien against the Voyager and all on her, including our personal gear. Added to this was the time lost in altering course and in the rescue itself. And finally, our passage to the states, around \$15 U.S. a day per person. I had the owner's cabin and three course meals three times a day with cocktails in the officers quarters at 5:00 pm every night. They should sell tickets for a trip like this.

P.S. A message to Captain George from



Voyager ready to go home from Port Angeles.

Pier 39. It was a quick trip, and we are all safe. If you are still in Tahiti drop me a line. I'll be down in April.

— John "whitey" white

DOUBLEHANDED

"It was a big improvement over last year!" was Rod Park's comment about the 1983 Doublehanded Farallones race on April 9th. Park's new Santa Cruz 40 *Shaman* was one of the huge 123-boat fleet which enjoyed a picture perfect day for the 58-mile trip from the City Front to the Farallones and back. West to northwest winds from 15 to 20 knots with flat seas were in sharp contrast to 1982's storm ravaged contest, which 127 boats started but only a handful finished as the rest were battered by a fierce southerly storm. Several boats were wrecked, including a Ranger 22 and a Moore 24 whose crews were never found. This year, though, there were no such mishaps. Only four entries didn't finish and there were no reports of breakdowns to the race committee.

This was the fourth running of the race, an offshoot of the singlehanded Farallones race which started seven years ago and usually runs the week before the paired version. This stepchild has become more popular than its progenitor, due most likely to the fact that four hands make the work easier than just two. There's also the human tendency, modern sociological trends to the contrary, to be sociable. It's more fun to talk to someone other than yourself for 10 or 12 hours bouncing around on the Pacific. Whatever the exact reasons, the fact remains that this race has drawn over 120 boats for three years running and even last year's disaster did little to cool the doublehanders' ardor.



LATITUDE 38/RICHARD

Above, *Tainui* crosses behind *Zamazaan*. Above right, Rod Park.

and crew Dennis Madigan retired from last year's race. Sawyer and Madigan were still shaking *Crew'd* down at the starting gun, and at the Gate they blew their genoa. They rounded the islands behind Barry Parkinson's Crowther 33 *Waimea* and had more trouble raising the chute. Once they got squared away, though, it was "eat my dust" as they scampered into the lead. They



LATITUDE 38/SHIMON

later popped a backstay and had to lower the chute, but not until their lead was unassailable. They completed the course in 8 hours, 31 minutes, 49 seconds.

Fourth on corrected time in the multihull fleet and buried deep in the overall standings was the new Newick 40 catamaran *Tainui* owned by Mill Valley's Peter Hogg. Crewing for Hogg was Southern Californian Randy Smyth, the boat's sailmaker and currently the world's best one design catamaran sailor. But even Randy's magic touch couldn't overcome *Tainui*'s teething problems, which included missing daggerboards (they hadn't arrived from the manufacturer yet), 500 extra pounds of water in the moveable ballast tanks in the hulls, and the rudder shafts bending on the reach back home. Hogg reports they could hit 12 knots upwind in 20 knots of breeze, which gave them a speed on the monohull Farr 52 *Zamazaan*, but they kept sliding off to leeward without the daggerboards.

There was considerable pre-race hoopla about the match up between *Tainui* and Mike Kane's 52' trimaran *Crusader*. Unfortunately, *Crusader* never made the start because the delivery crew couldn't get the boat around Pt. Conception on the delivery from Kane's homeport in Los Angeles. Bill Maudru was going to sail with Kane, and he reports that after 20 hours of beating into headwinds the delivery crew turned around and went home. "There was no point in wrecking the boat," says Maudru.

Rod Park, sailing with his son Malcolm, was the first monohull to finish with an elapsed time of 9 hours, 6 minutes, 46 seconds. He was exceptionally pleased with having stayed with the longer and heavier *Zamazaan* on the beat out — "we aren't supposed to be able to do that!" he says. On the tight spinnaker reach back in, *Shaman* pulled away from *Zamazaan*, which crashed several times behind them. Park corrected out to second in Division II, ending up behind Bill Canon's custom 32' *Third Reef*, another ULDB from Santa Cruz.

In Division 3, which featured five Moore 24's and four Santa Cruz 27's, the winner was Roger Heath's Moore 24 *Flying Circus*. Last year Heath and crew Ben Jeffries were second to Franz Klitz's Santa Cruz 27 *Bloody Mary* by less than two minutes on corrected time. Heath appealed his PHRF rating last winter and as a result got a boost of six seconds per mile up to 156. The 27's, meanwhile, lost six seconds of their rating, from 138 to 132. Even though *Flying Circus* and *Bloody Mary* finished almost the same



MARY ANN GUSTAFSON



Above, *Odyssey* on the move. Left, Randy Smith steers while Peter Hogg tackles a problem aboard *Tainui*.



on elapsed time as last year, *Circus* won by ten minutes.

Part of Heath's success this year was picking a flatter star cut spinnaker for the close reach in from the islands. *Flying Circus* stayed to the north of the fleet, which put them more on the rhumb line and kept them out of the stronger ebb to the south. Roger felt the conditions were perfect for double-handing the *Moore* and says they hit 16 knots twice on the way in, averaging over nine knots for the 29-mile leg. On the beat out, he and Ben had traded helm duties every half hour, but trimming the chute was too much work to do for that long. They cut

the watch time in half and say the main problem was trying to switch positions without crashing. They failed more than once.

Bill Erkelens, sailing with his son Bill Jr., took top honors in Division 4 with his Wylie 40 *Lois Lane*. *Lois* recently had the lead in her keel moved down, which helped keep her on her feet on the beat out. They were the fifth boat around the islands and the third monohull. Twenty minutes behind were Dan Newland and Linda Webber Rettie aboard another Wylie design, the 34' *Pegasus*. Dan, who won last year's solo TransPac in this boat, reports they had trouble keeping *Pegasus* upright and had to carry smaller headsails than *Lois* was able to fly. *Pegasus* is designed to have five or six bodies on the rail in those conditions, so they were over-powered with just two.

After rounding the islands, Newland headed more south to catch the waves, but that put him in trouble at Mile Rock, which they just barely managed to clear with the chute still up. Dan expected a lift at the South Tower, yet it failed to show up and he squeaked around that edifice as well. Even so, *Pegasus* corrected out to third in her class, right behind Bill Huseby in the Chaser



Heading out the Gate.

33 Stanford Stuff.

Winner of Division 5, the largest with 31 boats, was the Merit 25 *Half Fast*, sailed by Ron Landmann and Mike Devries. These two sailed a great race, rounding the islands with boats six to ten feet longer. They stayed

DOUBLEHANDED

1983 DOUBLEHANDED FARALLONES

DIVISION 1 — Multihulls (6 starters)

Boat	Type	Skipper/Crew	Hometown
California Crew'd	Stiletto	G. Sawyer/D. Madigan	Saratoga
Waimea	Crowther 33	B. Parkinson/C. Clark	Petaluma
Orion	Brown 34	K. Hendricks/R. Tate	Corte Madera

DIVISION 2 — ULDB's less than PHRF 120 (4 starters)

Third Reef	Custom 33	B. Canon/D. Hodges	Santa Cruz
Shaman	Santa Cruz 40	R. Park/M. Park	Pt. Richmond
Bodacious	Sonoma 30	B. Semanek/J. Gannon	Sunnyvale

DIVISION 3 — ULDB's over PHRF 120 (11 starters)

Flying Circus	Moore 24	R. Heath/B. Jeffries	San Francisco
Bloody Mary	Santa Cruz 27	F. Klitzai/L. Klitzai	Vallejo
Hot Flash	Santa Cruz 27	B. Meyer/J. Rees	San Francisco

DIVISION 4 — PHRF less than 130 (19 starters)

Lois Lane	Wylie 40	B. Erkelens/B. Erkelens Jr.	San Francisco
Stanford Stuff	Chaser 33	B. Huseby	Vancouver WA
Pegasus	Wylie 34 Cstm.	D. Newland/L. Webber Rettie	Alameda

DIVISION 5 — PHRF 130 to 170 (31 starters)

Half Fast	Merit 25	R. Landmann/M. DeVries	Oakland
Spectra	Columbia 45	H. Wright/C. Thornley	San Carlos
Mercury	Hawkinson 30	W. Seward/D. Berridge	Larkspur

DIVISION 6 — PHRF 170 to 200 (23 starters)

Wildfire	Yankee 30	M. Ondry/M. Soderer	Redwood City
Current Asset	Islander 30 MKII	J. Bowen/J. Bowen	Walnut Creek
Stinger	Custom 27	M. Gregory/J. Gregory	Palo Alto

DIVISION 7 — PHRF over 200 (18 starters)

Odyssey	Odyssey 30	M. Lingsch/P. Bodeson	Corte Madera
Pagan Baby	Santana 22	S. Owen/B. Zolli	Sunol
Slartibartfast	Santana 22	B. Waters	Sausalito

OVERALL — *Odyssey, Pagan Baby, Half Fast, Slartibartfast, Wildfire, Flying Circus, Spectra, Mercury, California Crew'd.*



Clockwise from lower left, left to right: Roger Heath and Ben Jeffries; Scott Owen and Bob Zolli; Patti Bodeson and Mike Lingsch; Greg Sawyer and Dennis Madigan; Mike DeVries and Jane Landmann; Bill Erkelens, Jr. and Sr.

north on the return, passing the rest of the boats in their class and even nipping at the heels of the ultralights. (The Merit 25 is 500 pounds heavier than a Moote 24). Mike says at Point Bonita the waves started coming from the stern while the wind was still on the beam, enabling them to surf along at 13 to 15 knots. "It was a great ride!" he says. They also hit the flood tide at the Gate, holding to the middle of the Bay until they had to jibe over for the finish. *Half Fast* ended up third overall.

The biggest benefactors from the flood tide, though, were the two top boats in Division 7, *Odyssey* and *Pagan Baby*. They also ended up first and second overall. Mike Lingsch and Patti Bodeson crewed *Odyssey*, which is a 12,000 pound *Odyssey 30* yawl with a 7/8" thick fiberglass hull. "It's built like a brick shithouse," says Mike, who's cruised the boat with Patti to the South Pacific and has 15 trips to the Farallones under his belt.

Mike doesn't mind being at the end of the fleet, especially with his juicy PHRF rating of 255. *Odyssey* rounded the islands ahead of some 20 boats which had fallen too far south and were approaching on the constantly headed port tack. *Odyssey*'s weight became an advantage on the spinnaker reach in, keeping the boat on her feet more so than the lighter entries. Sure they crashed a few times, but while others started to get cold feet and lower their kites, *Odyssey* kept on truckin'. At the Gate they hit the flood tide, which was icing on the cake.

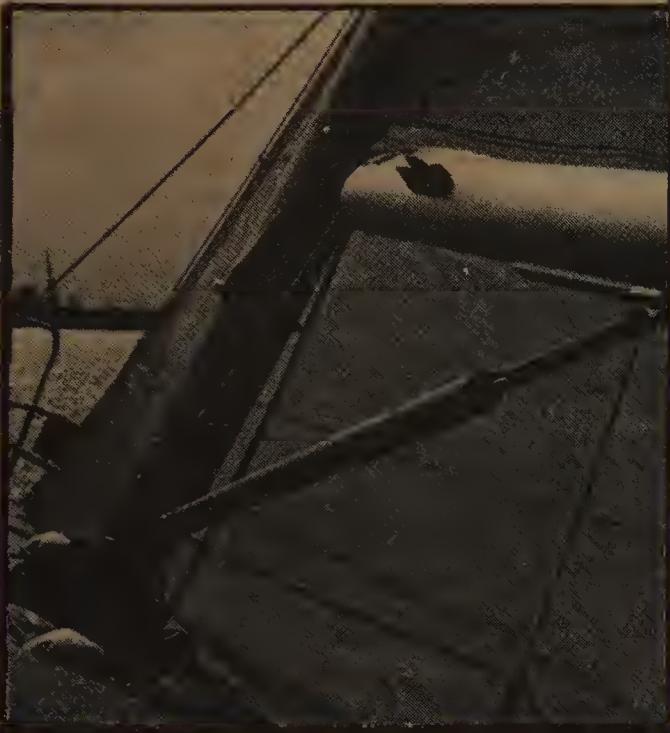
Scott Owen and Bob Zolli finished 13 minutes ahead of Lingsch in the *Santana 22 Pagan Baby*, not enough to correct out ahead. It did assure them, however, their third excellent finish in this race. This pair is known for changing their boat's name as often as Gabor changes husbands — past monikers have included *Sweaty Lorna* and *Unknown Jerome* — but that doesn't affect their ability. In 1980 they won their division, in 1981 they won both division and overall. Zolli described this year's trip as a "nice sail". They rounded the islands with Lingsch and then pulled ahead with the spinnaker and lapper jib up.

So a year after one of the biggest yacht racing disasters in history, the Doublehanded Farallones has regained its place as one of Northern California's most popular contests. Hopefully, the lessons learned last year will not be forgotten. The sea has no memory, but sailors do and we should use them.

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THE VERY BEST

So often these days government agencies are targets of ridicule by the media and public. Most recently the controversy surrounding the Coast Guard, Coast Guard Auxiliary, and Mr. Greenburg comes to mind. I have no first hand knowledge of that case, so I won't dwell on it. However, because of an experience I had, I would like to say some very positive things about the Coast Guard and Coast Guard Auxiliary — and impart some knowledge which may benefit some fellow sailors.

While competing in the annual Ano Nuevo Race on March 12, the crew of my Capri 25 — Randy Davis, Linda Farrel, Tim Doda, Bob Kinnear, and myself — had the misfortune of having our RDF go on the fritz when we believed we were just south of Ano Nuevo. About the time we jibed over and headed for shore to get a reference point, we picked up the Notice to Mariners predicting 45 knot winds and 15 to 20 foot waves. I felt safety dictated and we immediately head back toward Monterey under a single reefed main and abandon our quest for the Ano Nuevo Buoy.

Assuming we were south of Ano Nuevo and wanting to keep a rough idea of our progress, I decided we would tack down the coast, never getting out of sight of land but never getting closer to shore than the 12 fathom line.

Surprise, surprise, we discovered we were not south of Ano Nuevo. On our second starboard hitch toward shore Randy was preparing to come about at the 12 fathom line when we found ourselves in breaking surf. We had run into the north side of Ano Nuevo!

The first wave dropped us on the rocks. In

the ensuing trough *Retaliation* stood on her keel and fell over to port. The next wave broke over us, washing Bob overboard. Randy and I were able to pull him back aboard, but all three of us were drenched in the process.

Even though the following waves picked us up and drove us further toward shore, we somehow were able to flop over on port tack and begin fighting our way through the breaking surf. Bouncing off the bottom the whole time, somehow we made it back to deeper water. Beyond the surf line we were able to check the boat's condition. Under-

standably she was taking water, but we couldn't pinpoint where.

It was 2100 when I put out our first Mayday. Mr. Richard Dobbs of Bonny Doon, a member of the Santa Cruz Coast Guard Auxiliary, picked up our signal on a mobile shore unit and relayed the information to the Coast Guard in Monterey. A cutter was dispatched, but had to turn back because of

conditions deteriorated even more.

One huge wave broke on us, rolled us, and pinned the mast to the surface of the water. I unhooked myself and went below to see if anyone was hurt. Somehow standing straight up on the ports didn't seem peculiar, but the silence before the next wave hit us sure was eerie. After what seemed like hours the boat righted itself, and it was time to pump and bail again. We were hit and rolled one or two more times, I don't know which.



heavy wind and waves. Two helicopters were also forced to turn back. By now we were fighting 45 knot winds (the Coast Guard later told me they registered 65 to 70-knot gusts), 20-ft waves and driving rain.

Things got worse when one of the main sheet blocks exploded. We were able to lash the main sheet, but were then unable to play the main. Then as Sunday approached con-

The Coast Guard cutter, *Morgenthau*.

All during this time and up until our rescue, Mr. Dobbs maintained contact with us and relayed our progress to the Coast Guard in Monterey. Since Monterey's craft couldn't help us, the 378-ft cutter *Morgen-*

thau from San Francisco was diverted to our location. Although hampered by the weather also, they were able to reach us at 0300 on Sunday. After several minutes of tacking, we were able to work into the lee of the cutter's fantail and secure the tow-in line their crew tossed to us.

Having been at the tiller since we went on the rocks, I went below to thaw out while Linda and Randy dropped the main and lashed the tiller. As we were being towed at



Coast Guard Auxiliarist Richard Dobbs



Dave Mosher.

coffee and the best care imaginable, I began to come back to the real world.

I just can't say enough good things about the Coast Guard. They risked their asses to save ours, and nursed us back to life. They literally gave us the clothes off their backs and treated us to the most welcome, best tasting breakfast I've ever had.

Later in the morning we were transferred to a Monterey C.G. boat which also took *Retaliation* in tow. Arriving back in Monterey, we found members of the Monterey Yacht Club there to offer us hot drinks and any assistance we might need. It was very welcome. Richard Dobbs, very instrumental in our rescue, was there with his wife. And members of my own Fresno Yacht Club

sail you never know.

4. When conditions deteriorate, be prepared to jury rig anything that may break.

5. If you are the skipper you had better be prepared to accept the responsibility for the safety of your crew. If you don't want that responsibility, you had better take up boardsailing.

6. When you need help you are not going to get it immediately. There is no Scotty to beam you up to the Enterprise. So be prepared to kick your ass into survival mode, dig in, and don't ever give up.

helped load up *Retaliation* on her trailer.

There are six important things I learned from this experience:

1. In rough conditions a working RDF is only slightly better than a Ouija board for determining your position.
2. Nothing can take the place of an experienced crew who knows the boat.
3. The boat and crew must be prepared and equipped for the worst conditions. Even on a Sunday pleasure

3.5 knots toward Monterey, it became obvious to Linda that I was suffering from severe hypothermia. Bob and Tim were pretty cold, too.

Finally at dawn the *Morgenthau* was able to drop a launch, pick us up, and transfer us to the cutter. Once on board I was rushed to sickbay, striped down, and dropped into a warm whirlpool bath. After several cups of

As I used to say when I was riding motorcycles, if you have a \$2.00 head then buy a \$2.00 helmet. But if you want equipment that will take punishment and stay together, you're going to have to pay for it. There are no short cuts to quality, and out in the big bad ocean, garbage just won't do. So thank you Capri, for one hell of a 25-footer, and a special thanks to Pineapple Sails for the toughest and fastest set of rags I've ever owned.

— dave mosher
skipper of *Retaliation*

THE SMARTA

Sitting around scowling at this winter's ceaseless rain, you've surely wondered where you might briefly escape to a more tropical sailing clime and charter a boat. No doubt all the traditional possibilities rolled through your mind:

The Virgin Islands/Caribbean, which offers great weather and fabulous sailing if you can handle the whopping air fares and debilitating travel time.

Hawaii, if you can live with a very limited number of anchorages, often very vigorous sailing conditions, and the possibility of Kona storms.

Then there's the South Pacific, which offers great sailing, but like the Caribbean, requires lots of money and travel time to get there. It's also offered a record number of cyclones this winter.

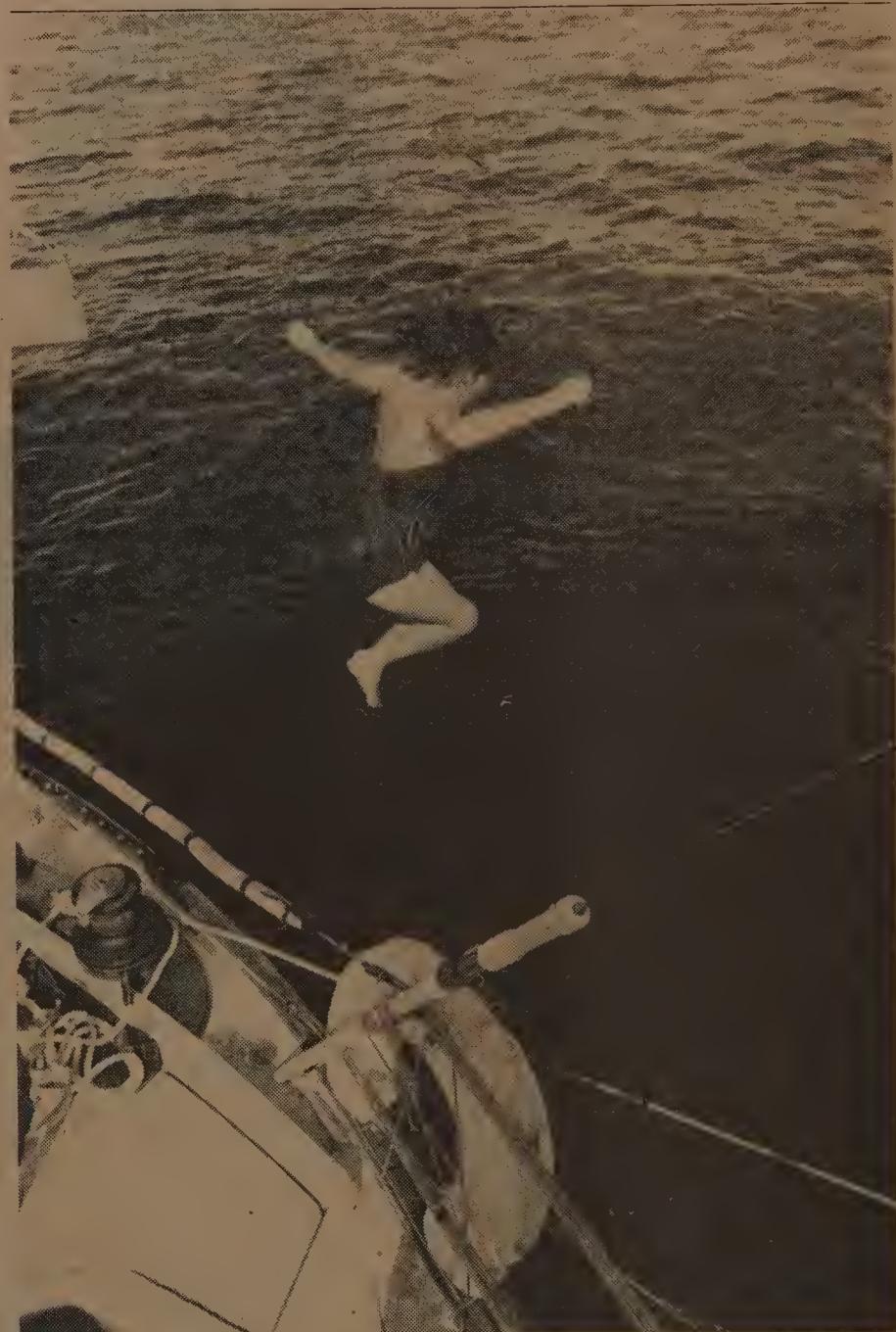
Now all of the above places are intriguing charter spots that have provided countless sailors with fabulous winter vacations. But wouldn't it be ideal if there was a place to charter a boat that was:

1. No more than three hours flying time from San Francisco.
2. Almost always blessed with warm sun and relaxing sailing conditions.
3. Sprinkled with secure anchorages only a few miles from each other.
4. Located in a thrift center rather than a tourist ripoff zone.
5. Teeming with sea life.
6. Exploding with nutritious, delicious, dirt cheap fresh food.

The good news is that there is just such an ideal place where you can charter a sailboat — the Baja Sur coast of the Sea of Cortez. Only recently, April 1 to be exact, has it become legally possible to charter a sailboat there — or in fact anywhere in Mexico.

The key word here is "legally". Prior to April 1 no company or individual had the proper permits to operate a charter sailboat service in Mexico. That's the reason why you've never seen ads for charter boats in Mexico as you do for all the other hot cruising spots.

What chartering there was — and there certainly has been and continues to be some — had been conducted on the sly. Boatowners would advertise for "paying crew" in stateside sailing publications and nobody would be the wiser. Or even care. In addition some enterprising cruisers in Mexico would find — or would be found by — tourists looking for a daysail. But chartering in Mexico has never been organized to the



Aiyeeeeeee!

ALL PHOTOS BY LATITUDE 38/RICHARD

extent that stateside groups could make vacation charter plans with a lot of confidence.

That's all changed now, dapper Alberto Alvarez-Morphy Jr. tells us. A Mexico City

architect who only recently relocated in La Paz, Alberto is in a position to know. He's one of the principals in the new — and only — sailboat charter company in Mexico, Nacional Operador S.A. — NAO for short.

During a recent breakfast in Sausalito, he explained that his company had spent four



Close reach.

Chico caleta.



years in preparation to make sure this charter operation would function smoothly. The first year-and-a-half was spent exploring the 3,500 mile coastline of Mexico by air, searching for the best base location. Another year and a half went into a feasibility study. The last year was spent obtaining all the per-

mits necessary to allow NAO to become the first company to legally charter sailboats in Mexico. (Setting up such an operation has long been a futile dream of American entrepreneurs. It was futile because such a business must be operated by a Mexican corporation, which by law must be owned

Alberto in rainy California.



100% by Mexican-born Mexican citizens).

For those who have long sailed in U.S. to Mexico races, Alvarez-Morphy Jr. is a familiar name. He's the owner of the Ericson 39, *Tatei*, and has participated in races as far

THE SMARTA

back as the defunct Acapulco Race. He is a three-time winner of Mexico's most important race, the Manzanillo to Acapulco Race.

Besides racing, Alberto has been extremely active in the organizing of Mexican sailing events. He helped found the San Diego to Manzanillo Race to replace the too-long Acapulco Race, and the MEXORC (Mexican Ocean Racing Circuit). He was the Mexican liaison for last month's Newport Harbor to Cabo San Lucas Race.

In addition he helped found the Association Nautica de Cabo San Lucas — the Cabo San Lucas Yacht Club — which eventually will host the first running of yet another event Senor Alvarez-Morphy helped start. This is the Governor's Cup, the deed of which was signed by the then Governor Jerry Brown and the Governor of Baja California Sur. The Cup will be sailed for off Cabo San Lucas with teams from Mexico and the United States.

The boats used in the Governor's Cup will be identical Stevens 47's, sort of a surprising choice until you learn that the Stevens 47's will make up half of NAO's charter fleet. The other half of the fleet will consist of the Steven 40's.

Both the 40 and 47 are Taiwan-built center cockpit boats designed by Sparkman & Stephens. Big and roomy, both were designed specifically for the charter trade. A good number of them are currently in service at Stevens charter operations in the Caribbean. As charter boats go, they are quite fast. One of the early 47's did quite well in the last Long Beach to La Paz race, considering they started several hours late.

While NAO's permits allow it to operate in the waters between Santa Rosalia and Cabo San Lucas, the fleet will be centered in La Paz. This is a superb location with gorgeous isolated anchorages just an hour away. Isla Partida, just three hours sailing time away, has more good anchorages than all of Hawaii. Arrangements have been made to headquartered operations at the Gran Baja Hotel, La Paz's most luxurious, and to moor the boats directly out front. Alberto claims there is a spirit of cooperation between his company and the local people. The Mexican Navy, as an example, reports they are willing and able to come to the assistance of charters in need of help. As the fleet grows, there eventually will be a radio roll call each evening.

Although there is only one 40 in operation currently, many more are expected in the near future. They will be available either bareboat or with skippers. Acknowledging



Isla San Francisquito.



Bubbling across the Gulf.

that this is a new kind of business for Mexico, Senor Alvarez says NAO recognizes that training is needed for his staff. As such captains and experts in charter boat provisioning from the Caribbean will be on hand to lend their expertise and instruct the Mexicans. Stevens Yacht Charters of Annapolis has

been appointed the worldwide reservations agency, and will handle that tricky area of the business.

While we've no experience with NAO and therefore can't vouch for their particular



Aiyeaaa! Part II.



Cutting up the cabrilla.



Stevens 40 Sundance in La Paz.

operation, we've nothing but glowing things to say about cruising in the La Paz area. Our 39-foot boat has been in Mexico all winter, and twice we've been able to fly down to the La Paz area for quickie 'industrial-strength' cruising vacations. Although rushed for a 3½ day trip and a 4½ day trip, what follows

are general outlines of what we did, and what you might do much more leisurely during a week long charter.

Trip Uno.

Thursday: Leave rainy Los Angeles and arrive two hours later in La Paz

needing nothing more than a t-shirt and shorts.

Friday: Sail 12 miles from La Paz to Espiritu Santo in an easy northwesterly. That evening motor four miles under the full moon to Isla Partida and anchor for the night.

THE SMARTA



Spinnaker fun.

Saturday: Spinnaker run and motor 15 miles to Isla San Francisquito; later sail four miles across to the anchorage at San Evaristo.

Sunday: Motor seven miles to Isla San Jose, followed by a hull-speed 25-mile close reach to Isla Partida.

Monday: Sail 22 miles back to La Paz.

Tuesday: Fly out of La Paz at 8:30; back at office by 1:00.

Trip totals: 4.5 days, 95 miles sailed, nine anchorages, four spots and one town explored. *Evaluation:*

The best-ever quick vacation, perhaps the best ever vacation of any sort.

Trip Dos.

Thursday: Leave Los Angeles and one hour and 45 minutes later arrive in Loreto. Two hours later have



Spinnaker fun. Part II.

nine knot spinnaker run.

Sunday: Sail 15 miles to Isla Partida and Espiritu Santo for brief stops, then 18 more miles that afternoon to Pichilinque.

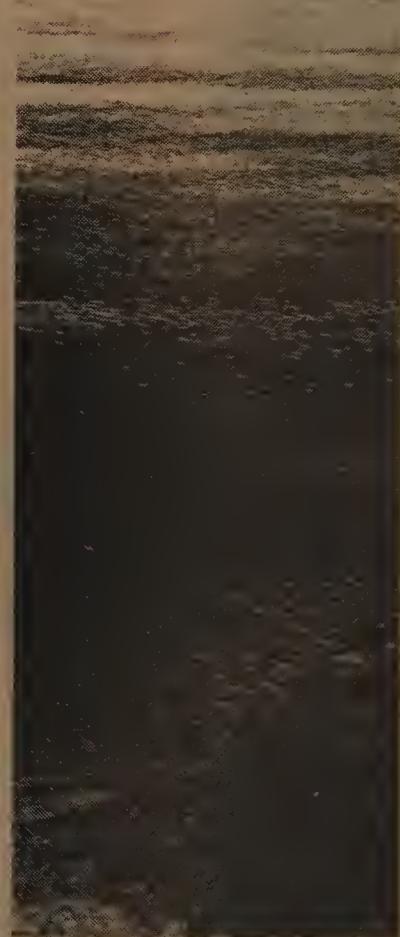
Monday: Motor to La Paz at 5:30 a.m., catch 8:30 flight to rainy Los Angeles, back in office that afternoon.

Trip totals: 3.5 days, 105 miles sailed, seven anchorages, five spots explored, two badly sunburned ears. **Evaluation:** A 3.5 day trip to Mexico to sail 105 miles is way better than nothing, but is pushing it too hard.

What neither of these two summaries indicate is exactly how fabulous this area of Mexico is to cruise. We've not been everywhere in the world, but if we could only cruise one place, this is the one we'd select. We'd give just about anything — anyone want to buy a sailing magazine — to spend a couple of months — hell a year — in these waters with the wife and kids.

The attractions are countless. There's clean water that's a million shades of blue. It's teeming with great fish and shellfish. For viewing there are endless displays of whales, porpoises, rays, dorado, angelfish and innumerable others.

All this in a warm, dry, clean, sparsely populated area. There are many fine anchorages, and islands that nobody ever visits. The people are very friendly, and the cost of living is cheap. Four-and-a-half pounds of hot tortillas are just 20 cents; diesel is 38 cents a gallon; a 25-lb block of ice delivered to your boat is \$2, and a big lunch of delicious hamburgers, tempting tortas, and fastastic chocolate shakes is a little



Isla San Francisquito.

more than a dollar.

If you're looking for relief from urbanity and winter next season, this area of Mexico — in our estimation — is your best best. So you might keep the NAO name in the back of your mind, and if they're too high — rates are reported to be "high Caribbean" — you can always advertise to be 'paying crew' in Mexico. You'll be glad you did.

— latitude 38

boarded boat at Puerto Escondido and sailed a three mile reach across to anchorage at Isla Danzante.

Friday: Sail and motor 21 miles to Bahia San Marte.

Saturday: Sail 47 miles to San Francisquito, much of it an eight to

NOW IS THE TIME

Last month we told you folks it was a great time to buy a new sailboat. It was, and still is.

This month we're going to tell you it's also a good time to buy a used boat — because it is.

Naturally some of the reasons it's a good time to buy a new boat are the same reasons why it's a good time to buy a used boat. The cost of money is a big one. It's way down from last year. And with the drop in the money supply at the end of April, all things

point toward interest rates staying down or going even lower.

Of course there are some negatives about buying a used boat. Paying slightly higher interest rates than for a new boat is one. Another negative is that you don't get to choose the color of your hull or the interior layout. Everything isn't shiny and new, and it may not be rigged exactly as you'd like it.

With all these negatives, why would anyone want a used boat? Well sometimes the things that seem so great about buying a new boat turn out to be not that important for lots of folks. Do you really want to ponder over which hull color and interior scheme is the best? Do you want to anxiously await the first scratch in the hull? Do you really need that little bummer that comes the first time you smear some of your blood



AL'S YACHT BROKERAGE

City: Redwood City

Owner: Jay Oppenheimer

Dealer Since: 1974

Specialization: General Brokerage



BARBARY COAST (A DIVISION OF WESTERN BOATS)

City: San Rafael

Owner: Duane Fredrick

Dealer Since: 1957

Specialization: Large power boats

Deal: 44' Gulfstar, \$185,000

See Ad on Page 202



EDGEWATER YACHT SALES

City: Sausalito

Owner: Ken Underwood &
Eric Groneman

Dealer Since: 1965

Specialization: Classic boats

Deal: 38' classic motorsailer, \$19,000

See Ad on Page 205



EMPIRE SAILING

City: Oakland/San Rafael

Owner: George Homenko

Dealer Since: 1980

Specialization: Small Boats — Hobie Cat 18,16,14;
Holder 20,17,14,12; Laser I,II; AMF Sunfish; Banshee

See Ad on Page 153



GLEN COVE YACHT SALES

City: Vallejo
Manager: Augie Duurvoort **Dealer Since:** 1975
Specialization: General brokerage
Deal: Cal 28', \$15,500.



PETER JONES YACHT BROKERAGE

City: San Francisco
Owner: Peter Jones **Dealer Since:** 1980
Specialization: General Brokerage
Deal: Hans Christian 38 MKII, \$106,000
See Ad on Page 205



MARIN YACHT SALES

City: San Rafael
Owner: Lance & Bonnie Preston **Dealer Since:** 1948
Specialization: General brokerage.
Deal: 41' Tricabin trawler, \$110,000



MARINE EXCHANGE

City: Sausalito/Tahoe City
Owner: John Skorlak **Dealer Since:** 1980
Specialization: Trailerable boats
Deal: 37' trimaran, \$10,000 or trade



MARINSHIP YACHT SALES

City: Sausalito
Owner: Jerry Cuff & Bob Hall **Dealer Since:** 1959
Specialization: Commercial fishing vessels
Deal: 32' Monterey fishing boat, \$31,000



NOW IS THE TIME



MERIDIAN YACHT SALES

City: Alameda
Owner: Richard May
Specialization: General Brokerage
Deal: Esprit 37, \$105,000

Dealer Since: 1983



PACIFIC STATES YACHTS, INC.

City: San Rafael
Owner: Sheldon Caughey
Specialization: General brokerage
Deal: Bertram 35'

Dealer Since: 1982

See Ad on Page 9



KERMIT PARKER YACHT BROKERAGE

City: San Rafael
Owner: Kermit Parker
Specialization: Wooden boats
Deal: 46' Alden cutter, \$48,000

Dealer Since: 1969

See Ad on Page 205



R YACHT SALES

City: Vallejo
Owner: J.H. "Tiny" Robbins
Specialization: General Brokerage
Deal: Freedom 21', trailerable, \$13,200.

See Ad on Page 202



RICHARDSON BAY YACHT & SHIP BROKERS

City: Sausalito
Owner: Jane Rundell
Specialization: Large cruising vessels
Deal: 1978 Force 50 ketch, \$110,000

Dealer Since: 1978



SAN FRANCISCO CRUISING CENTER, INC.

City: Sausalito

Owner: Gary Ryan

Dealer Since: 1980

Specialization: Kiwi Racing representative

Deal: Le Comte 38', \$79,000.

See Ad on Page 52



SEAIR SAILING, INC.

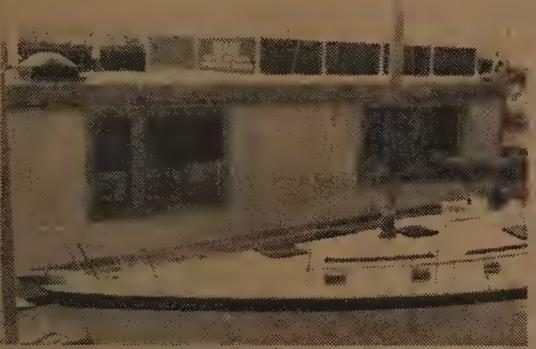
City: San Francisco

Owner: John Lauritz

Dealer Since: 1978

Specialization: General Brokerage

Deal: Pearson 30, offers



SEABIRD SAILING SCHOOL

City: Berkeley

Owner: Gene Harris

Dealer Since: 1979

Specialization: Small Boats — Laser I,II; Shell; Blade; Lido 14; Pyramid; Wing

See Ad on Page 46



SEA HAVEN YACHT SALES

City: San Leandro

Owner: Ross Paratore

Dealer Since: 1982

Specialization: General Brokerage

Deal: 29' Islander, \$22,000

See Ad on Page 80



across that crinkly white new genoa? Some folks need these things, some folks can live without them — especially since used boats cost so much less than new boats.

Much less. Just like with a car, those first hours on your new boat are the most expensive. When you buy a used sailboat, you don't incur that initial big loss in value.

There are hidden bonuses, too. All new boats need time and money to be debugged, and usually all this is completed before a se-

cond buyer takes over. Sometimes used boats are advertised as "better than new", and sometimes it's really true.

A second hidden bonus is extra gear. New boats come with one of everything; used boats have extra and additional shackles, sails, blocks, winch handles, lines, life jackets, cleats, rigging, life rafts, etc. Visit your chandlery and you'll be surprised at

how much it's all worth. Not all of it may be what you'd buy yourself, but at pennies on the dollar who objects when it comes with the boat?

If we were to be honest with you, we'd have to admit that the most spectacular used boat deals were about six months ago. This was when everybody was sure they would lose their jobs and that the Third World was going to default on its loans. Of course then you couldn't get a loan except

NOW IS THE TIME



SKIPPERS YACHT SALES

City: Alameda

Owner: Bert Trezise

Dealer Since: 1975

Specialization: General Brokerage

Deal: 42' Formosa, \$75,950

See Ad on Page 206



BOB TEFFT CRUISING

City: Sausalito

Owner: Bob Tefft

Dealer Since: 1966

Specialization: Ocean cruising boats

Deal: 42' Atkin wooden ketch, \$85,000.

See Ad on Page 205



VOYAGEUR YACHT & SHIPS BROKERS

City: Sausalito

Owner: Ann & Ed Rose

Dealer Since: 1983

Specialization: Restoration, refinishing.

Deal: 39' Westsail cutter, \$115,000

See Ad on Page 28



WINDJAMMER YACHT & SHIP BROKERS, INC.

City: San Rafael

Owner: Randy Cranmer

Dealer Since: 1971

Specialization: Large power and sail boats

Deal: 40' Concorde, \$60,000.



from a shark.

There are still a few spectacular deals around, and lots of very good ones. But with the season upon us, interest rates staying low, and the pent-up demand beginning to spill onto the market, now is the time to make your move.

Where do you find a good used boat? Well you can check out the *Classy Classifieds*. But for the biggest selection or a specific type of boat, you might do best

working with a broker. Lots of times only they have or can find your "perfect" boat.

In these pages we've run pictures of Northern California yacht brokers so you don't have to think of them as strangers. (And remember several of the new boat dealers we featured last month also have brokerage departments).

Since we didn't have room last month,

we're also featuring the dealers of new small boats.

However you go about it, whatever kind of boat you lust after, the only important thing is that you get sailing. As we suppose you know, we at *Latitude 38* believe in sailing from the depths of our hearts, and believe that buying a sailboat can be the best purchase you ever made. So strike now while the iron is hot!

— **latitude 38**

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YACHT BROKERAGE

16' Nordica, '77, trir, 2 h.p. o.b.	\$4,800
19' Rhodes, '63, 3 h.p. o.b.	3,175
20' Flying 15, '63, trir	2,250
20' Santana, '78, trir	9,950
21' Cal, '72, trir, 6 h.p. o.b.	5,900
23' Coronado, '74, trir, 6 h.p. o.b.	8,000
25' Windrose, '81, trir, 7.5 h.p. o.b.	12,750
25' Cape Dory, '79, trir, 7.5. o.b.	20,000
26' Chrysler, '77, trir, 9.9 h.p. o.b.	16,000
27' Ericson, '74, 9.9 h.p. o.b.	19,500
27' Balboa, '77, 9.9 h.p. o.b.	15,500
27' Catalina, '72, 9.9 h.p. o.b.	17,900
27' Coronado, '71, 9.5 h.p. s.d.	13,500
27' Sun Yacht, '77, dsl. i.b.	25,000
28' Newport, '77, gas i.b.	22,900
28' Islander, '76, i.b.	28,900
29' Custom, '79, o.b.	29,995
29' Gulf, '81, dsl. i.b.	34,500
30' Clipper, '76, 9.9 h.p. o.b.	15,950
31' Eagle, dsl. i.b.	62,000
35' Alberg, '65, gas i.b.	34,000
35' Formosa, '80, dsl. i.b.	62,000
35' Friendship, '77, dsl. i.b.	29,500
39' MC 39, '80, demo, dsl. i.b.	99,500
41' Yankee Cl., '74, dsl. i.b.	68,500
43' Swan, '69, dsl. i.b.	119,000
44' Peterson, dsl. i.b.	117,500

CATAMARANS

15' Sea Spray, '81, trir	2 from 1,700
16' Prindle, '80, trir	5 from 1,900
16' Hobie, '79, trir	3,000
18' Prindle, '81	3,700
18' Nacra 5.5, '81, 18m ² , trir	4,500

COMMERCIAL FISHING

27' Bartender, '75, f/g, Caulkins, trir, dsl. i.b.	33,500
30' Monterey, '27, trawler — ready to fish, dsl. i.b.	25,000

both have salmon licenses

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SF CUP



LATITUDE 38/RICHARD

The 17th annual match race series between the City's St. Francis YC and Tiburon's San Francisco YC was a real heart thumper. Tied after two days of racing off the City Front, St. FYC's *Wings* and SFYC's *Clockwork* had to stage a sail-off the following Friday. That windy finale saw the two modern day battleships fight furiously over the course, with *Wings* emerging victorious when *Clockwork* committed a tactical error on the last beat.

The San Francisco Cup started back in

1967 when SFYC's Hank Grandin pitted his *Amorita* against William Stewart's *Andale* and lost. The following two years Grandin revenged that loss, beating Theo Stephen's *Alpha* both times. The St. Francis has won a total of 12 times, with Tom Blackaller quadrupling as winning skipper.

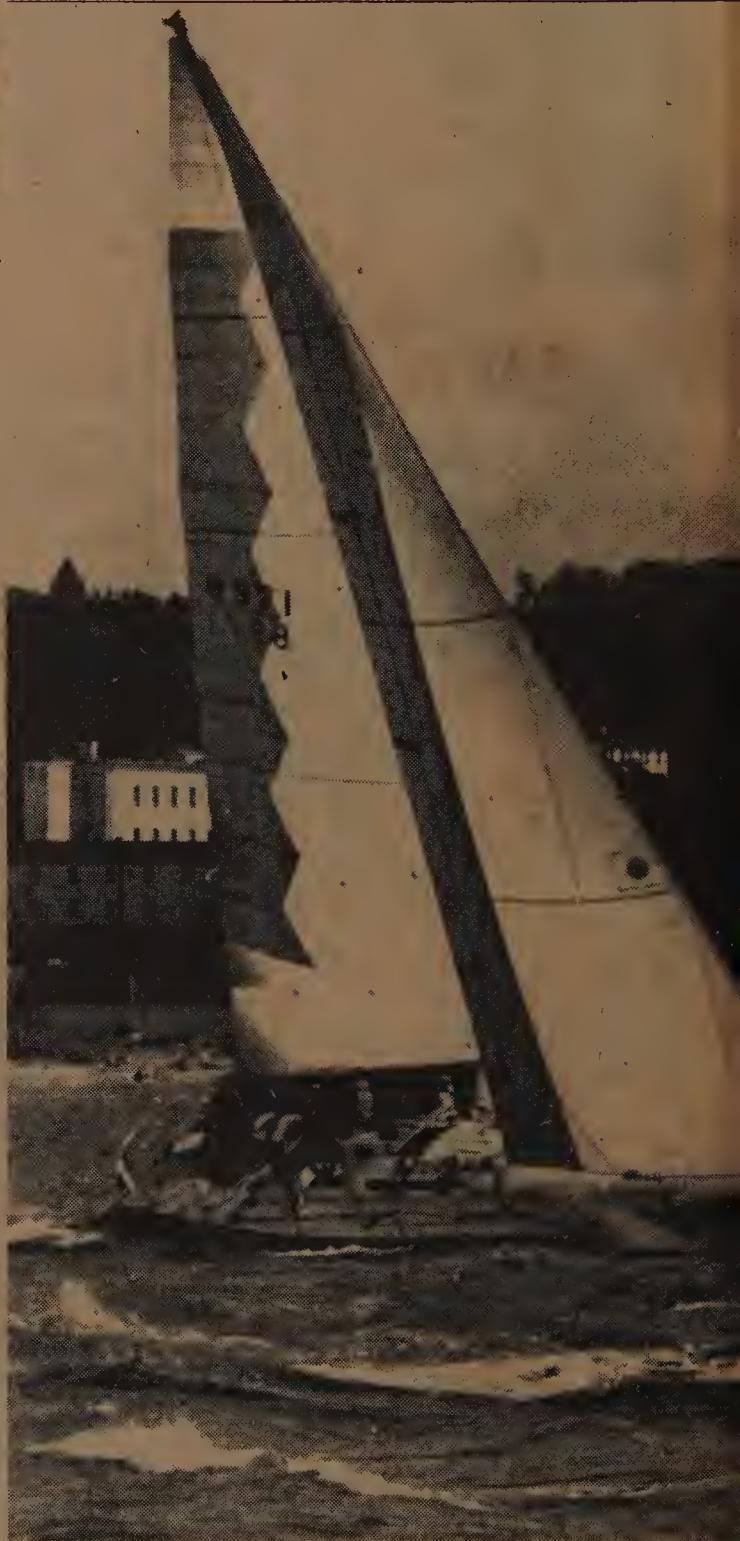
Sausalito's John Bertrand has won the past three match race series, and this year's may well have been his toughest test. Roger Hall's *Wings*, a Serendipity 43, designed by Doug Pe-

terson, is an old boat by IOR grand prix standards, while Lee Otterson's new *Clockwork*, a Serendipity 41 drawn by Nelson/Marek, is a hot one. *Clockwork* won last year's Big Boat Series and this past winter's Golden Gate Yacht Club series. San Rafael's Ray Pingree has been the main driver throughout, and filled that role for the SF Cup too.

While practicing the day before the first race against *High Risk*, another 41-footer, Bertrand found his bigger boat

couldn't maneuver quite as quickly as the shorter one. Mobility is a crucial asset in the pre-start roundabouts where both boats try and gain the upper hand at the start. The StFYC gang knew, they'd have their hands full.

Sure enough, at



Left, Ray Pingree. Right, *Wings* leads *Clockwork* to the mark. Above right, John Bertrand.



the first start on Saturday, *Clockwork* had a decided edge in the tacking and jibing. SFYC's starting helmsman Jeff Madrigali sailed aggressively, not in awe of Bertrand's recent 12-meter match racing experience aboard *Courageous*, and took the first

start. Bertrand felt he had fouled Jeff and took the appropriate penalty, rounding the end of the line after the start gun. *Wings* managed to pass their orange foe, but lost at the end by a mere three seconds (*Wings* rates slightly higher than *Clockwork* and owed her

time at the finish).

The action continued frenzied at the starts, and the resulting protests and counterprotests led to both boats being disqualified in Race 4, which *Clockwork* had won. That left the series tied at two a piece. A race-off was scheduled for

COURTESY OF ST. FRANCIS YC



April 1st, winner take all. Two of *Wings* crewmembers had other commitments, so they were replaced by a pair of match racing heavies: Don Kohlman, crew on the winning America's Cup 12-meter *Freedom* in 1980, and Kenny Keefe, currently



LATITUDE 38/RICHARD

MATCH RACE

crewing on the 12-Meter *Defender*.

According to *Wings* foredeck crew John Buestad, the normally reserved Bertrand was really pumped up and wanted to win badly. The addition of Keefe and Kohlman gave



them a boost in the pre-start maneuvering, and the start was even. *Wings* took the lead by the first mark in the gusty westerly. Both boats crashed on the spinnaker run down the City Front, with *Clockwork* losing more time. *Wings*

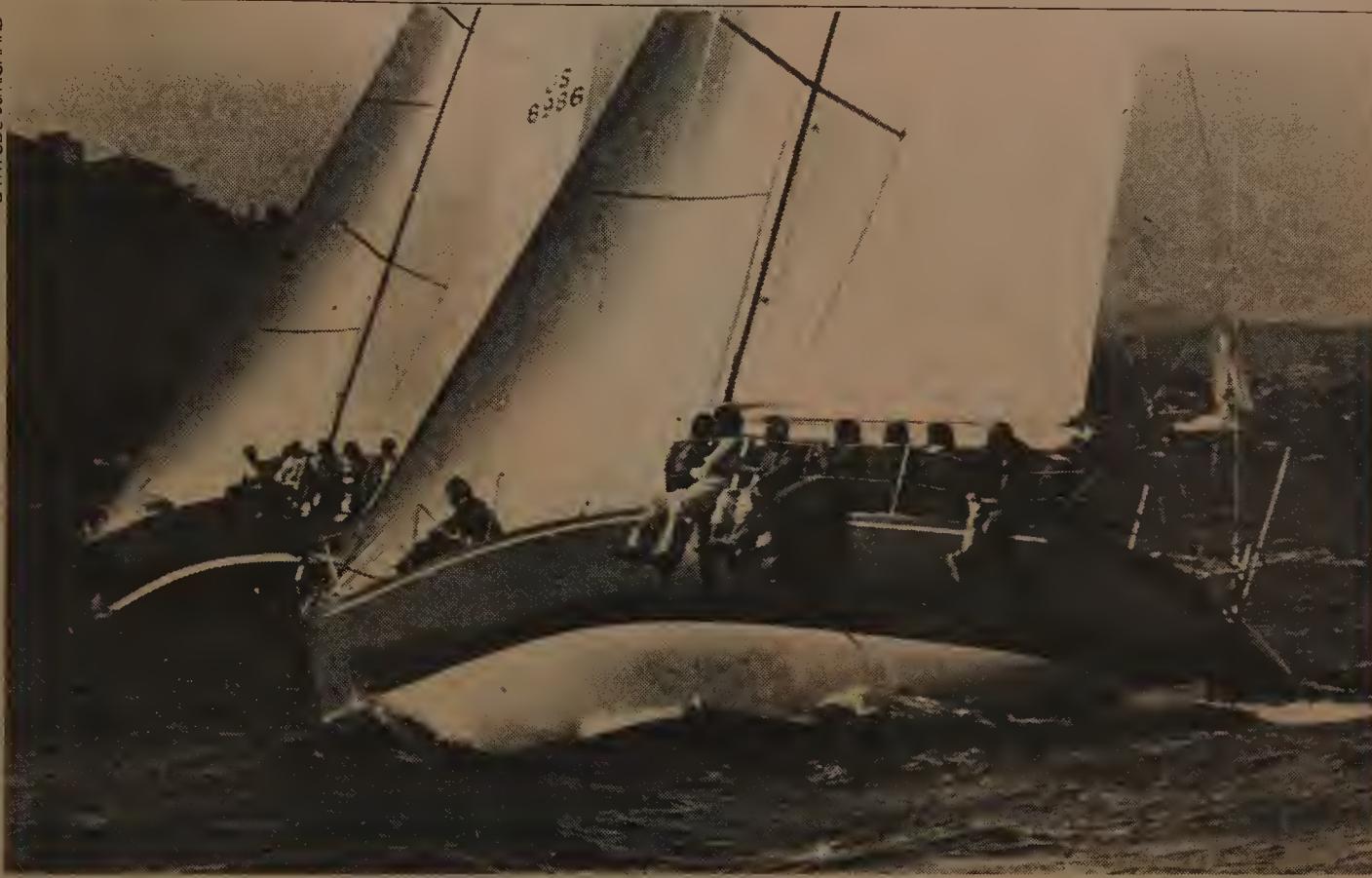
blew out their bloopers, however, which hurt on the final run. *Clockwork* closed to within five seconds rounding the final mark.

Buestad says the SFYC boat had only to follow *Wings* in the short, ebb-tide-



LATITUDE 38/RICHARD

aided beat to the finish, but instead they tacked away and tried to engage *Wings* in a tacking duel. The tactical brains on *Wings*, of which there was a surplus, figured they could only lose in that situation, so they



A BRIEF HISTORY

For almost two decades the S.F. Cup has been a who's who for S.F. Bay racers. William Stewart, after whom the St. Francis YC's race committee boat is named, won the first series in the Cal 32 *Andale* against Hank Grandin's Cal 32 *Amorita*. Grand-

in beat Stockton's Theo Stephens two years in a row, only to lose again to Sausalito's Hank Easom sailing his sleek 8-meter *Yucca* for the St. FYC. Tom Blackaller won 4 years in a row from 1971 to 1974, the last time over Easom again in *Yucca*,

only this time Hank flew the SFYC burgee. Dave Allen's improbable lost to Dean Styles St. FYC entry *Finesse II* in 1975. Allen returned in 1978 with *Imp*, the redoubtable *Holland 40*, to beat the Wyllie 40 *Lois Lane* sailed by Bill Smith of the

St. FYC. SFYC's Jake Wosser has the most appearances as a skipper, winning twice and losing 4 times. He traded wins with Jon Andron in 1979 and 1980, and lost at the helm of *Sioc* in 1982 when Bertrand took his second straight S.F. Cup.

headed back out into the ebb and left *Clockwork* in the weaker tide. By the finish, *Wings* had put enough water between them and *Clockwork* to squeak out a ten second corrected time win.

Hank Easom, who has won the S.F. Cup once for the St. Francis and lost it twice for the SFYC, says that originally boats had to race with their owner at the helm. Nowadays, though, the series is a shootout of the hottest hired guns that can be found in the respective clubs, not only at the helm but throughout the boat. On the one hand, it's sad to see Corinthianism die away, but for the S.F. Cup anyway, it makes for very high caliber match racing.

— lat. 38 — svc

LATITUDE 38/RICHARD



THE NUCLEAR SEAS

"The concern here is not with any magnitude of disposal already undertaken, but rather with understanding the implications of the continuing and increasing use of the oceans as a receptacle for disposal. History is replete with cases in which unrestricted pollution of various kinds, rapidly developing from innocuous beginnings, has subtly damaged or destroyed resources before understanding or controls could be developed."

The National Academy of Sciences, 1962

The sail from Tahuata, in the Marquesas, to the island of Hiva Oa takes the better part of a day. It was a clear day when Redhawk left the lee of this pretty little island and started the beat to Atuana, the principle village of Hiva Oa. The windvane held a steady course as the gusty winds filled our sails.

The sun was low in the sky as we dropped anchor in the small, protected harbor of Atuana. Lewis Seiler, Julie Ott, Doug Wilde and I were walking to town to check-in with the Gendarme when a sudden tropic shower sent us running for cover.

A Frenchman, who had just left his house, took refuge during the downpour under the same tree. After several minutes the sky brightened and we continued our walk into town. The Frenchman spoke a little English, we a little French. Lewis had studied art in

Paris for a year and spoke French fluently. We spoke of little things at first, and then asked how the man felt about the French nuclear testing program in the Pacific. He looked at us intently and spoke in a simple, straightforward way.

"It is interesting you ask this question," he replied. "For several years, before I moved here, my job was with the testing program at Moruroa Atoll. I did not have anything to do with the testing . . . no. My job was to run the little government store on the atoll, the PX."

We continued walking down the dirt road. Hibiscus flowers were everywhere on the hillsides and the lush green mountains rose straight up into misty envelopment.

"After they started the underground tests," he continued, "cracks, large cracks appeared on the atoll. They tested the neutron bomb there, too. They do a lot of testing on that tiny place. The atomic testing is the main reason for the good economy in the French Pacific."

The Frenchman looked at each of us as he spoke, the rays of the setting sun causing him to squint.

"And then there was the big fuss about the clean-up and the big storm. The government had a big pile of garbage from the atomic bombs, contaminated stuff. It was a great pile of debris. It covered a very large area. And then a big storm came up, hurricane winds and all. The garbage was blown out to sea. Yes, it was all blown or washed away. Some of the tiny atolls near there now have signs which read: 'Non-decontaminated zone — Possible Radiation Danger'."

The Frenchman was in his middle years. His build was still athletic although his hairline was on the ebb. He was a teacher on Hiva Oa and as we came to his school, he stopped suddenly and looked up with a sadness in his eyes.

"The government always told the French people who came to Moruroa not to eat the fish or anything from the lagoon. They knew

it was bad to eat food from there. They never told the natives about that. The natives ate the fish from the lagoon. Before I left that job to come here, I could see that some of the natives were looking ill. They looked as if they had the atomic sickness. It is too bad, yes?"

We shook hands and the Frenchman made his way up the muddy path to where the school was.

That was the moment my personal involvement in the containment of radioactive waste began. Lew Seiler had become involved several years earlier when he became active with the Farallon Project, now the Farallon Foundation. I vowed to get involved as soon as this voyage ended.

The dawn of the 16th, and last, day of our crossing from Lahaina, Maui to San Francisco brought a clear sky and the morning light gave the Farallon Islands a Maxfield Parrish glow. We were abeam of the southern Farallons when the sun warmed enough to allow the removal of shirts and coats from the nightwatch. After 16 days at sea the Farallon Islands looked beautiful, the proud and lonely sentinel to a great city.

And then I remembered the 50,000 to 100,000 55 gallon barrels of atomic waste in these waters, some as shallow as 165 feet. The first red and yellow buoy passed on our starboard side. And then there was another and another. There were hundreds of them in rows running like latitude lines on a chart. They were crab traps. Right here in the midst of a radioactive waste dump, where tens of thousands of leaking drums nurtured the crabs, was San Francisco's primary fishing and crabbing grounds. What a thing to think about after a landfall.

After a few weeks of getting used to shore life again, I began volunteer work with the Farallon Foundation, a non-profit, public benefit corporation committed to public education and scientific research on the effects of radioactive wastes, with particular emphasis on the contamination of the marine environment from such wastes. The Farallon Foundation acts as a national clearinghouse for information related to rad-wastes for the benefit of all environmental groups and public institutions concerned with these issues.

While looking through the FF files, I

Kaboom!





learned that the contamination of the seabed near the Farallon Islands was over 2,000 times the background radiation level, and that several radionuclides including Plutonium 239 and Cesium 137 had entered the food chain, although yet in small amounts, and were found in the skin of a rock cod taken close to the islands.

The Environmental Protection Agency data shows that released radioactivity from the dumpsite barrels had not dispersed, as the Atomic Energy Commission had predicted, but rather had become concentrated in the seabed and the surrounding marine life, and had become increasingly concentrated as it moved up the food chain.

After studying the files of the FF, I had come to a conclusion. The biggest problem facing mankind today is the permanent disposal of radioactive garbage. The United States has spent 40 million dollars trying to decide what to do with the stuff. The plan for Lyons, Kansas, is a good example.

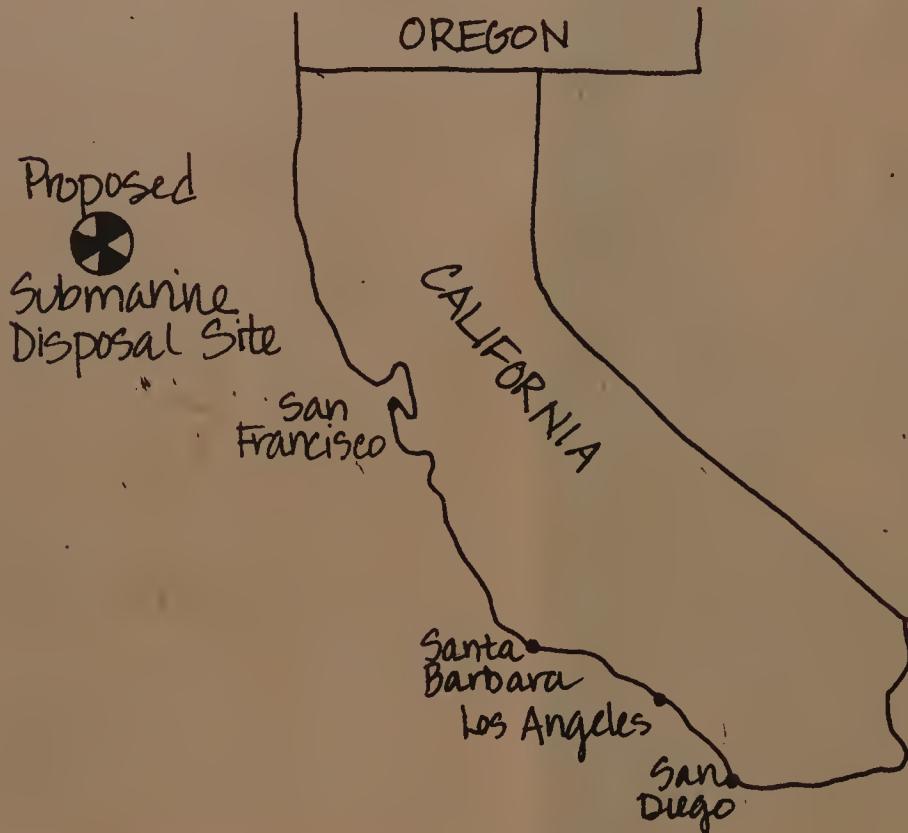
This plan was the first serious attempt to establish a safe method of disposal. In 1965 plans were initiated by the Atomic Energy Commission to bury wastes in the salt beds of Lyons.

After radioactive fuels burn, ashes remain which are so hot and toxic that they continue boiling for up to a half-million years. The AEC's plan was to allow them to cool at the nuclear plant for ten years, and then remove them to a reprocessing plant where the liquid waste would be converted into a solid and stored in stainless cylinders. The cylinders would then be hauled to Lyons by railway where they would be buried a thousand feet underground in large rooms mined in the salt beds. These rooms would then be filled with loose salt and later sealed. The heat emitted from the wastes would cause the salt fill to crystalize and flow plastically, merging with the bedded salt, thus sealing the radioactive tomb. It was expected that during the crystallization process the roof of the chamber would sink about two feet and the walls would bend inward. Resealing was to take place over a period of 100 years. Lyons was to be initially operated as a demo-dump and was expected to open around 1975.

Everyone thought they had found the ideal plan until scientists and geologists started formulating their 'worst case' scenarios. After all was said and done, and millions of dollars spent, the decision was

Kablam!

THE NUCLEAR SEAS



The proposed dump site is northwest of San Francisco.

made to scrap the project. It was determined that under certain hypothetical, and unusual, geologic circumstances, radioactive geyser might erupt spraying the town and residents of Lyons with radioactive salt. The possibility also existed of contaminating ground water in the surrounding areas.

'Worse case' scenarios are an interesting thing. Let's take the atoll of Moruroa for instance. What if the French continue conducting tests on the island and so undermine the atoll's structure that during a hurricane the atoll breaks up? The resulting radioactive spill would contaminate the entire Pacific Basin because of the flow of the westward currents. Now that's a 'worse case' if I ever heard one.

It seems that by the year 2000, at the rate things are currently going, the U.S. Government could spend upwards of a trillion dollars to reach the conclusion that there is no safe place on the face of the earth to store radioactive waste.

On my desk at the Farallon Foundation is a memorandum:

"RE: Navy's Nuclear Waste Problem — Obsolete Submarines

On Dec. 22, 1982, the U.S. Navy released its *Draft Environmental Impact Statement on the Disposal of Decommissioned, Defueled Nuclear Submarine Reactor Plants, DEIS*, a 600-page document which evaluates four possible sites for decommissioned submarine disposal. These include two off-shore sites at Cape Mendocino, California, and at Cape Hatteras, North Carolina, and two land burial sites at Hanford, Washington and at the Savannah River Plant in South Carolina.

Since the Navy contends that it would cost less economically to dispose of its fleet of subs at sea rather than on land, sea disposal is the Navy's favored option. However, there are substantial doubts that this short-term economy is worth it as more and more unanswered questions about long-term and potentially disastrous environmental and economic effects are raised.

The Navy's sub scuttling program is of great concern. If adopted, the sub-dumping will release unprecedented amounts of radioactivity into the ocean. Disposal of each submarine will equal half of the total amount of radioactivity known to have been disposed in American

waters since ocean dumping began in 1946. We are thus talking about between 50 and 100 times all existing U.S. radioactive dumping to date — from this one program. We also feel that this Navy plan is only the beginning of a major U.S. effort to defuse the political issue of radioactive waste by burying it in the ocean outside any political jurisdiction.

The Navy's position that there will be no harm to the marine environment from scuttled submarines is based entirely on the proposition that these subs will remain intact and that no radioactivity will leak out from these vessels for "at least 200 years". We challenge this statement on the basis of scientific credibility. At a depth of 15,000 feet, it is possible the subs may implode or be crushed by the enormous oceanic pressure. The combination of salt water, radioactivity and high pressure are known to accentuate

WHAT WAS DONE,

On Thursday, February 2, 1983, the U.S. Navy held its hearing for public comment concerning the dumping of spent nuclear subs. The public comment was loud and clear — no way!

Lieutenant Governor Leo McCarthy went on record opposing the "potentially deadly nuclear littering".

State Senator Barry Keene, D-Mendocino, urged the Navy to bury the sub hulls on land so they "can be studied, monitored and, if necessary, retrieved".

In special testimony prepared on behalf of the Farallon Foundation and presented at the public hearings in Sacramento, Dr. John W. Harris spoke out. He has been a radiation biologist for over 20 years and is a physician whose medical speciality is radiation therapy on cancer patients. He has an extensive background and knowledge on the biological effects of ionizing radiation. Dr. Harris concludes that:

"The Navy's report, for all its mathematical beauty, contains little or no hard data regarding the fate of these various isotopes, by themselves or as changed by the marine environment. In my opinion it is tantamount to insanity to believe that we can irretrievably dump 100 nuclear submarines (and one

the structural breakdown of metal. How can the Navy predict that a submarine will last 200 years at the bottom of the ocean when there is no empirical evidence to support this?

We also point out that in the dumping done between 1946 and 1970, most of it at the Farallon site, the government gave the public the same assurances that the barrels would be able to contain and isolate the radioactivity indefinitely. Now, however, we know that virtually all these barrels have ruptured due to the extremely corrosive action of salt water and pressure.

The chief disadvantage of the Navy program is that, once dumped in the ocean, the results will be irreversible. The reactors could neither be retrieved nor monitored without staggering costs and difficulties even if it were possible at all.

We feel that the safest, most effective

WHAT TO DO NOW

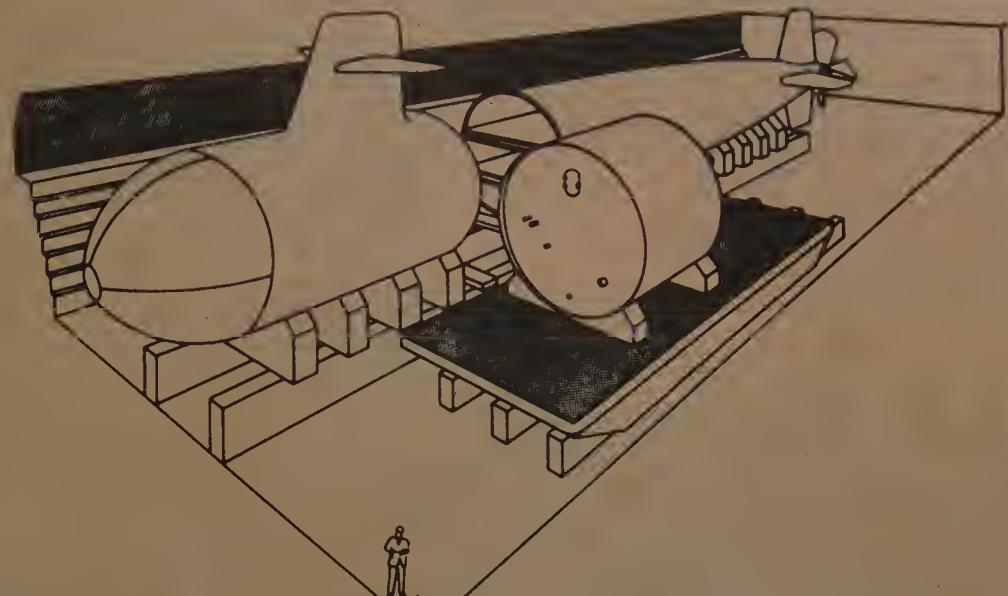
wonders how much more (in the future!) with impunity. I think that we are talking about nothing less than potential contamination of the biosphere for future generations and we are considering this based on cost and very limited data! The land option, while admittedly more expensive, would at least permit ongoing monitoring and possible retrieval as needed. Experience with and facilities for this option already exist and should be used."

The testimony at the Navy's hearings continued until 11 pm that evening. No one testified in favor of the sub dumping. Many different groups and concerned individuals spoke out against the proposal. The most poignant testimony was from a group of Mendocino school children:

"Don't dump your subs in my ocean, my ocean, my ocean," they sang. "Don't dump your subs in my ocean . . . my ocean's clean."

It is important that the Navy hear from everyone who is concerned about this problem. Letters and cards should be addressed to: John H. Lehman, Secretary of the Navy, The Pentagon, Washington, DC 20350.

— phil howe



One plan is to remove the radioactive section and ship it by barge to the dump site.

ocean disposal."

program of radioactive waste management is land storage, where reactors can be monitored and, if necessary, steps can be taken to prevent leakage.

The Navy DEIS is a deeply flawed document which severely undermines the credibility of the Navy with regard to the ocean disposal of decommissioned subs. The terms of reference in the study are incomplete, outdated and self-serving; the interpretations of scientific data are distorted and heavily biased in favor of ocean dumping irrespective of potential public health hazards; and the conclusions are inconsistent with the data presented in the Navy's DEIS and in the Navy's own studies.

Further doubts about the EPA interest and objectivity regarding the Navy plan were raised by the appointment of Glen Sjoblom as EPA director of Radiation Programs. Sjoblom was formerly the Navy's Assistant Director of Naval Reactors and formulated the ocean disposal option in the DEIS. He is considered one of the Navy's leading advocates of ocean dumping of rad-waste. His report will be the principle guide for the new EPA administrator who has final EPA approval of the Navy's sub-dumping permit application. It is critical that citizens, environmental groups and the scientific community thoroughly evaluate the Navy's proposals. The Farallon Foundation is committed to playing a central role in the national debate over the Navy's DEIS and the EPA's endorsement of

Well, that was the memorandum on my desk. How do you feel about dumping radioactive wastes in the Pacific (or any) ocean? It makes me nauseous. From the files of the Farallon Foundation I have learned several things which are just plain scary:

1. A new theory is out which says that long term low radiation doses are significantly more damaging than previously thought.

2. Radiation damage is manifested in various ways: Optical lens opacities, birth defects, growth and development deficiencies, as well as leukemia and other forms of cancer.

3. Radioisotopes have been shown to migrate from old American dumpsites into edible fish.

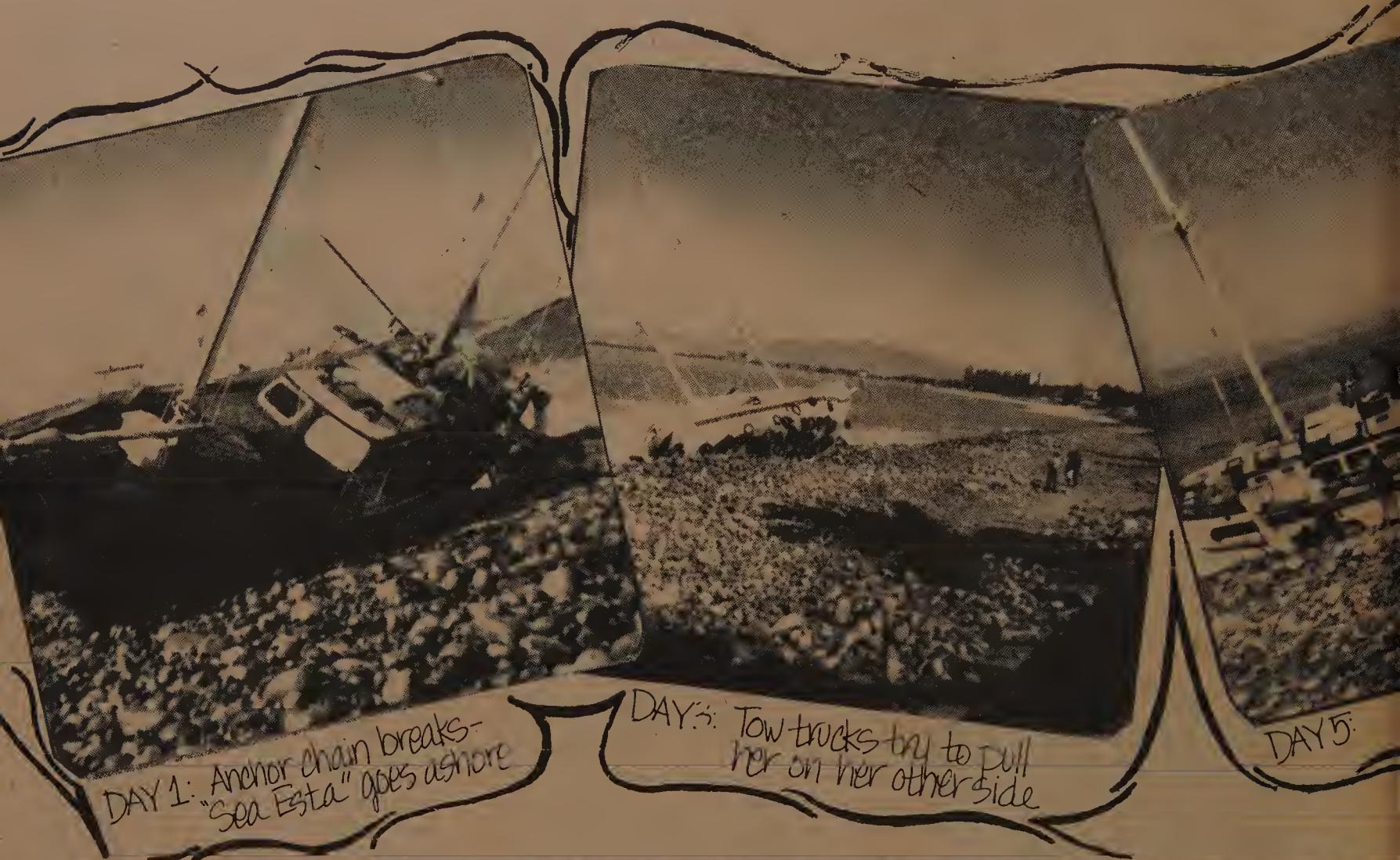
Marine disposal of nuclear wastes is a solution of last resort. Nobody wants this stuff dumped in their backyard. If the United States decides that ocean dumping is the solution to the program, so will the Japanese, the British and the French. How long will our oceans survive? Ocean sediment is at the base of the pelagic food chain. Will the greatly increased radioactivity of the sediment lead to mutations of fish, or will it simply have the effect as the acid rains which have killed many of our inland lakes.

As go the oceans, so goes the earth.

We are the Farallon Foundation, Box 9, Bolinas, CA 94924.

— phil howe
research assistants
michele sura and
shari young

CHANGES



Sea Esta — Garden 50 ketch

Puerto Vallarta

Seven Days in the Death of Sea Esta

If you think cruising insurance rates were high before, wait until the insurance companies have totalled up their losses from Hawaii and Mexico during the winter of 1982-83. [Now add Tahiti to the list.]

Thomas Linney of Alameda was kind enough to send us the above shots he took in Puerto Vallarta January 21-28, of the 50-ft Taiwan ketch, *Sea Esta*. The San Diego-based boat was anchored in the roadstead directly off the Rosita Hotel (as opposed to the harbor) for three days before her anchor broke and she came ashore. From "beach talk" and conversations with the owner's son, Tom learned that they unsuccessfully tried to hoist sail and start the engine before she went on the beach.

An attempt was going to be made to tow the boat off the beach until sand was found in the bilge, indicating there was a crack in the hull. So instead of pulling her back to sea, two tow trucks tried to pull the boat up on the beach so repairs could be made to the hull. In the first attempt they broke the mast. In the second attempt the pull of the chain bridle across the deck was enough to split the hull open. With that it was adios *Sea Esta*.

Mr. Linney's personal opinion was that the hull should not have split "that easily" and wonders if the fiberglass delaminating in 1/4" to 3/8" thick sheets wasn't indicative of poor bonding or layup.

Once the hull was split, it was less than a week before the ocean completely ate up the \$150,000 boat. Neither the keel or engine were recovered, although almost all the hardware and removable gear was salvaged and stored at the P.V. Trailer Park.

The Mexican officials were "exceptionally tolerant and helpful". All traffic along the heavily travelled main road fronting the beach was diverted so a salvage effort could be made. Only trucks were allowed to go along that road, and they were required to wait. For one week armed guards were posted 24 hours a day to prevent theft.

Mr. Linney concludes with a request to see an article telling what to do immediately after your boat goes aground to prevent the hull from cracking. We'd like to see one ourselves. Can any of you salvage experts/surveyors help us out?

Stone Witch — Topsail Schooner
Alan Olson, Merlin Wind Storm
Majuro, Marshall Islands

Did we find adventure at sea and intrigue in foreign ports? From Lahaina to Majuro! I don't think there is any question in our minds that this was our fantasy trip. We couldn't have dreamed it any better.

We had perfect sailing conditions with unceasing tradewinds blowing us right across the Pacific. We flew the square sails on broad reaches through hot sunny days, balmy evenings, and full moon nights.

We had innumerable parties, fueled by island rum donated by Kevin Koleman of Unicorn Tours in Lahaina. The most outrageous was a hat party to celebrate crossing the International Date Line. All hats were made on board that day, and were equally unique and zany. The various traditional sailing duties kept us busy but our spare time was never boring. Bets were constantly being placed regarding daily distances covered and so forth. The stakes most often used were back rubs, watch time and galley duty.

There was abundant sea life — whales, birds, and flying fish. A shark joined us for a swimming party while we were becalmed for two days out of Hawaii.

It took twenty days to make the crossing and our log records the many impressions of the crew — most of whom are new to the sailing life. Captain Alan's mind was usually



on his ship and her performance, while Shirley Clemenson's entries were more colorful: "Moonlight — the magic is still with

us". Stefan Graves wrote quite descriptive, "Hot n' glassy", and Kate Costello wrote in a lighter vein, "Side-tracked by fettucini enroute to night watch".

What a crew! What a trip! A powerful group spirit emerged as we joined in a common bond with the seafarers of old who once sailed by the wind and stars only. This was the real thing; sailing a square rigged schooner across the Pacific without an engine or electronic navigation. The thrill of this adventure goes beyond words.

The channel into the Majuro atoll was easy to navigate once we sighted land and verified our bearings on the chart. We were right on. We blew into the fifteen mile long lagoon on a strong steady breeze, tacking our way to our anchorage. It was a treat driving to weather, close hauled on a flat lagoon after our long downwind passage.

Anchorage are good here and most things are available, although there is a bit of a water shortage due to it being their dry season.

Majuro is friendly. We were the only sailboat here that is on a voyage. Consequently the local people have been very gracious and extended invitations to play tennis, windsurf, dive and so forth.

The immigration officer here is not to be

taken too seriously. If he denies you an entry permit, continue anyway. It is another case of unnecessary bureaucracy and once we arrived he issued our permits right away.

Majuro is an atoll with a series of islands connected by a thirty mile road. Taxis are in excess and it costs thirty cents per person to go anywhere in "town". While this isn't the island paradise we expect to find further on, it is our first Micronesian landfall and the cold beer, clean laundry, and shore dinners (resulting in no galley duty) are worth it. We only lacked fresh water showers.

The Stone Witch is now on her way to Kosrae and Ponape as we venture into the Pacific.

— meryln

Velella — Caribbean 50
Madeline Johnson
Cristobal, Canal Zone
(Santa Cruz)

Velella has recently arrived and transited the Panama Canal enroute to Florida. We are happy to say that we have had a total of seven cost-sharing crewmembers since leaving San Diego November 3, and five of those have been classy, sassy and pizzazi respondents from your Classy Classifieds.

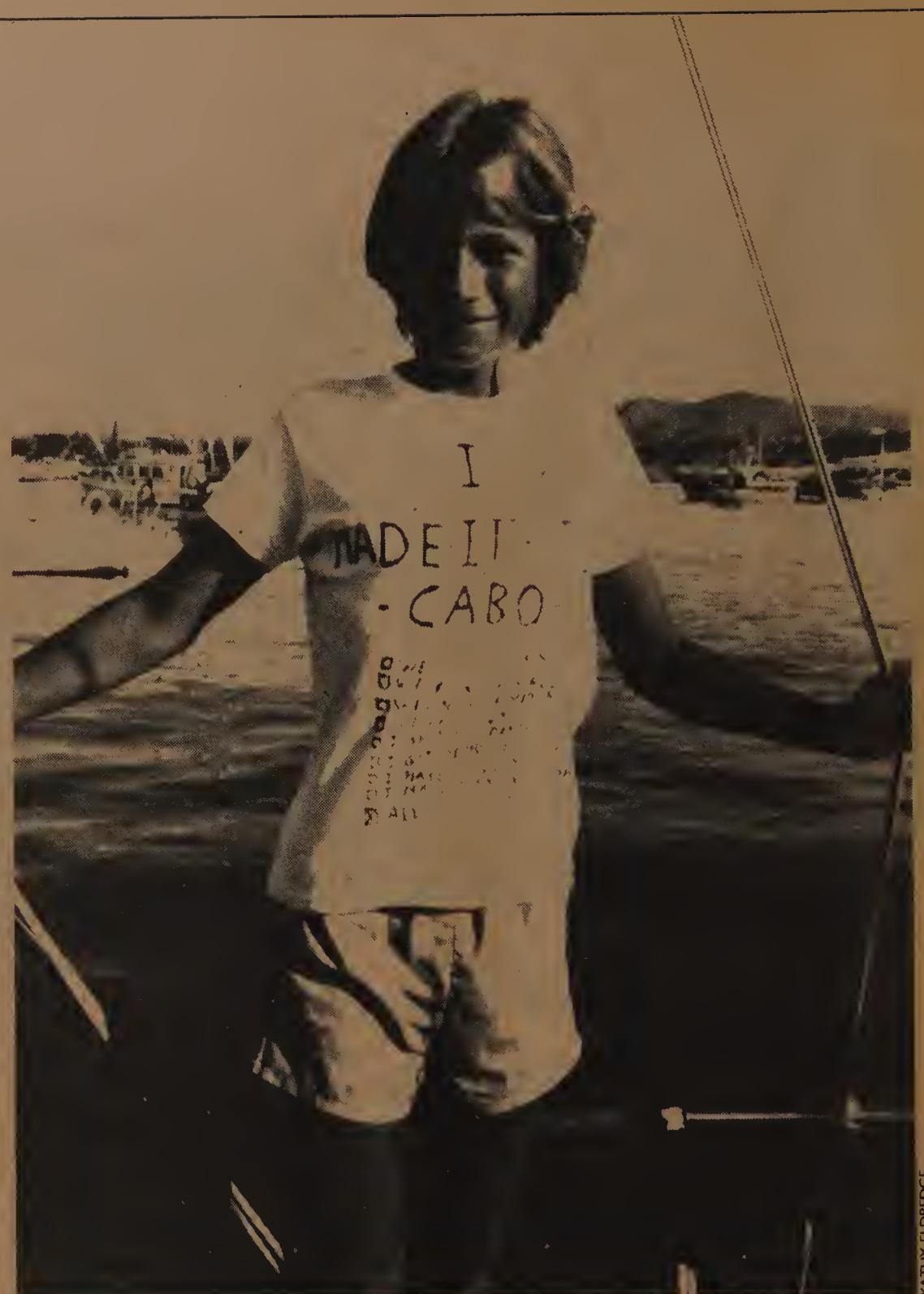
We were ahead of the Cabo fiasco, fortun-

LATITUDE 38 SHIMON



Stone Witch, heading out the Gate last July..

CHANGES IN



KATHY ELDREDGE

Justin, with the "t-shirt of the month".

- I got depressed
- I played volleyball
- I made a friend
- all of the above]

Agua Verde (Oakland)

My son Justin, who's 14, read a back issue of 38 with the "t-shirt of the month" from the Molokai race. With this year's "Cabo Catastrophe" I guess he felt lucky we made it down in our sloop *El Milagro* in one piece. With a Marks-A-Lot pen and an old white undershirt, he made this shirt. Hope you can read it!

[You probably can't read it, but the boxes to check are:

- we saw dolphins
- we saw whales
- we caught a marlin
- we had a storm
- I shit in my pants

Cruising is great for kids. They give up lots (bikes, friends, pets), but get lots in return (windsurfing, fishing, water skiing, girls in bikinis, etc.). And they learn responsibility.

We will journey to Southern California and cruise the Channels for the summer and back to San Francisco in the fall where Justin and his brother Trevor will resume more formal education.

— comments by kathy eldredge

Kyora — 33-year old Ingrid ketch
Greg, Nancy, and Brendan Doherty
Punaauia, Tahiti
(Victoria, B.C.)

ately. Spent three weeks over Christmas in Acapulco which was festive and fun. Filled our cockpit with seventeen assorted guests for turkey and trimmings. Following this we dealt with a moderate Tehuantapecker and later a perverse Papagayo that lasted seven days. We sorted ourselves out in Puntarenas and have had some great cruising since then. Punta Leona and Herredura in the Gulf of Nicoya; Isla Cano, a biological preserve between the Gulf and Golfito. In Golfito we enjoyed the hospitality of the Miramar Hotel and Cap'n Tom's, where we feasted on jungleburgers and conversation with that great ex-patriot who has now been there twenty-nine years. It was with great nostalgia that I read my entry in his guest book from twelve years ago when our children were cruising with us.

We checked into Panama at Puerto Armuelles. Isla Parida was a bonanza stop. We caught huge dorado, bought lobster, made fresh coconut pie. Isla Gamez near there is a small, near perfect island with white sand beaches, great snorkeling and diving. Several Panamanian families visited us in their cayucos. Another postcard quality anchorage was Isla Medidor. After rounding Punta Mala we were on a close reach to the Perlas Islands. We anchored off Isla San Jose where we found a fresh water lagoon and good beach without people. Next stop was Isla Contadora where we saw the home loaned to the Shah of Iran, hotel and small casino. The hotel extended swimming pool and showers to yachties.

Seven miles from the canal we anchored overnight at Isla Taboga. Using this route we avoided the heavy ship traffic coming into the Pacific from the canal.

We have transited the canal with the able assistance of a capable American advisor and are about to head into the Caribbean. We hope to be in Cozumel by mid-March.

— madeline johnson

T-Shirt of the Month
Justin on El Milagro



LATITUDE 38/RICHARD

Here we sit in Tahiti enjoying the ninth month of our stay, but always with a watchful eye on the weather. My wife Nancy and four-year old son Brendan and I arrived in the Marquesas last April thinking we'd continue on westward to New Zealand for the hurricane season.

Well, speedy cruising not being one of our habits, we succumbed to the sweet pleasures of life in the sunny South Seas, namely Tahiti and Moorea. Lulled by the general belief that French Polynesia and Tahiti in particular are "hurricane free zones", which statistical evidence seems to bear that out, we decided to stay for "the season". Perhaps Nancy being pregnant and the good medical facilities in the area also had something to do with our decision.

Although we don't regret our choice, this season will long be remembered by residents

Paula and Willie making the best of winter in Mexico.

and yachties' alike as the year the statistics went out the porthole. It all started in December with tropical depression *Lisa*. A tropical depression isn't as bad as a cyclone which is the Southern Hemisphere's equivalent to a hurricane. However the effects of it, winds in excess of 80 knots and attendant sea conditions, seemed just as bad to us. Two people were killed on the island of Raiatea, and very strong winds hit Moorea and Tahiti.

After *Lisa*, cyclone *Nanoo* stormed through the Marquesas in January, and ravaged the central and southeast Tuamotus. *Lisa* had winds up to 95 knots and seas to 36 feet. To understand how devastating this can be, remember that most atolls

average just 5 to 15 feet above sea level.

Then in February cyclone *Orama* came to life north of the Marquesas and began travelling through the populated atolls of Manihi, Ahe, and Rangiroa. Many other atolls suffered almost total loss of housing, forcing the populations to seek shelter in stronger edifices such as churches. *Orama* was headed for Tahiti, but fortunately for us turned and spent her fury on the atoll of Anaa before leaving the Territory. This cyclone nearly claimed two boats in transit from the Marquesas to Tahiti.

Just as *Orama* departed new cyclone warnings were issued for *Prema*, some 300 miles northwest of Bora Bora and heading southeast. Fortunately she dissipated into a regular low pressure area a short time later.

By this time everybody was pretty disturbed by the weather. After all, there had not been a single cyclone near Tahiti since 1906!

That mattered little to cyclone *Reva*, which reared its head northwest of the Tuamotus before making a southwesterly course for Tahiti. The path of a cyclone is not very predictable, and soon *Reva* veered off course to menace the leeward islands including Bora Bora and Huahine. While just north of Bora Bora, *Reva* remained stationary for almost an entire day before heading off in the direction of Tahiti again. Huahine, with strong winds for three days, perhaps took the worst beating. Fortunately *Reva* was to skirt Tahiti, but followed the same track as *Orama*, thus giving the double whammy to the unfortunate atoll of Anaa.

As far as I know there were no catastrophies involving boats anchored in the Societies or the Leewards. However, a California yacht, *Summer Seas*, encountered *Reva* while in transit from the Marquesas to Tahiti. On March 8th an amateur radio operator made contact with the boat, but they've not been heard from since and are presumed lost.

Another yacht, *Secret Sharer*, found herself in a similarly precarious position. She

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Vagabundo in Cabo . . .

took evasive action to avoid the extreme conditions at *Reva*'s start, but later when the cyclone turned, found herself in an even worse position: in the channel between the atolls of Kaukura and Rangiroa with poor visibility, but high winds and high seas. You will probably hear more detailed accounts of how the boat was saved by a combination of good seamanship and SatNav, without which she probably would have ended up on the reef at Kaukura. I feel that *Secret Sharer* possibly got into this worse trouble as a result of faulty weather reports from NMO-Hawaii and WWV, which on March 12 were both reporting *Reva* three degrees west of her actual position and heading WSW when she was actually heading SE.

I feel the above is a very short, but accurate account of the 1982-83 season. What I want to know is how statistics or pilot charts can apply when we get five cyclones in one season when there hasn't been a serious one since 1906?

My conclusion is that sailors should not be lulled into a sense of security by a pilot chart that shows little chance of danger during a particular month. Secondly, sailors should not trust weather information from only one source, such as some people did with NMO-Hawaii and WWV. Conversely, you should pay particular attention to your barometer and any visual information available, such as clouds and swell. Build up your own level of skill rather than depending on others.

Originally I started this after reading John Neal's article in the February *Latitude 38* in which he said that January was theoretically the best month for a passage from the Marquesas to Tahiti. I was going to blast him, but in all fairness I thoroughly enjoyed the article and look forward to more of the same. But please remember that just because one or more persons has one or more Milk Run passages doesn't mean that sometimes the milk doesn't turn sour.

We love *Latitude 38* and greedily, without remorse, borrow them from our friends — often before they read them themselves.

this summer appeals to you, come see me. In the meantime we will haul out in Ft. Lauderdale after readjustment to life in the U.S.A. at Key West. I shall keep you informed of the East Coast yachting scene as seen from our Santa Cruz perspective. I think we are in for quite a change, but change is a key element that has made this trip so worthwhile from the time we crossed our first border heading south.

Coaster's mailing address is: c/o P.O. Box 869, Rancho Santa Fe, CA 92067.

Fair winds and pleasant sailing to all.
— stephen royce

— the doherty family

[Editor's note: Obviously this letter was written before cyclone Veena hit Tahiti.]

Coaster — Peterson schooner
Stephen Royce et al
Isla Mujeres, Mexico
(Santa Cruz)

Coaster is pleased to report she is back in Mexico, though this time — for the first time — on the Caribbean side. Our neighbors here at anchor on the northwest side of Isla Mujeres (near Cozumel) include such veteran cruisers as *Velella* with Don and Madeline Johnson from Santa Cruz and Don and Susie Jobert on *Manana Express*. They have decided to take a break from sailing gales around — and here the wind blows strong usually all the time, at least during this time of year.

It's not such a bad place to sit out unfavorable winds. We have been here since mid-February. The island seems to live up to its name. Also with cheap(er) air fares these days, friends have been winging their way here from Santa Cruz to get a taste of the cruising lifestyle. We must leave Mexico soon, though, as Coaster needs new paint, new anchor chain, and money to pay for it.

Wear and tear has been accumulating for the last fifteen months of tropical cruising. We plan to do some chartering so if sailing a gaff-rigged schooner through New England

Orient Star — Cheoy Lee 50

Ernie Copp
La Paz
(Long Beach)

Here we are in La Paz, and apparently the winds have made some of the skippers a little





... *Vagabundo* later in La Paz.

nervous. I started to anchor in what I thought was plenty of room in 15-ft of water and *Lands End* from San Francisco told me he had 200-ft out. This was in 15-ft of water. Does he use 600-ft in 45-ft of water? I told him if everybody put out 200-ft they would have to enlarge the harbor, but since he was there first, I would move.

I moved on out in an area about the size of Avalon Harbor, and was 250-ft or 300-ft from *Malaga*, also of San Francisco. He told me that when the wind changed he would swing towards where I was. That sounded reasonable enough and I understood that, but he could not seem to understand that the winds blow on all the boats and that while he was swinging 300-ft north, I would be too.

Ty Knudsen (with bird on his head) and Emily Kopec, Lamington Park, Oztralia.



DAVE KOPEC

Meander — Westsail 32
Dave and Emily Kopec
Sydney, Australia
(San Francisco)

Meander has been in Australia for six months now. We entered at Brisbane and spent a couple of months in Manly at the Royal Queensland Yacht Squadron marina which was the height of elegance — brand new floating concrete docks with power and water at each berth, beautiful clubhouse with plenty of hot showers. Also there were Maurice and Lucy Baldwin, *Ensalla*, and Ty and Toni Knudson, *Sundowner* — both from San Francisco. We had an international Thanksgiving feast with Kiwis, Aussies, Canadians and our favorite Japanese cruisers, Hiro and Shu.

We also went to Lamington National Park on a camping trip. It's a fabulous place, full of wildlife tame enough to eat from your

hands, or judging by Ty's expression in the accompanying photo, do other things on your head.

We left Queensland in January and cruised down the coast to Sydney, stopping in several small pleasant harbors on the way. We've been busy enjoying Sydney for several months and now suddenly it's time to leave Australia heading north for the Solomons, Papua New Guinea, Micronesia, the Philippines, and Hong Kong. It's an itinerary we're really excited about.

— *david and emily kopec*

Vagabundo — Bristol Cutter
Betty & Richard Bower
La Paz, Mexico

After tours below decks, a thank-you speech in Spanish by the Captain and champagne toasts, *Vagabundo* slid into the waters of La Paz Harbour at 1700 hours April 4th.

She is truly a "Cabo Survivor" and is *Los Mismo Que Nuevo* a little less than four months after the disaster of December 8th. We are sending a photo to show she does still sparkle — some say more than before!

Although we can't name everyone, we wish to thank the many people who helped make *Vagabundo*'s rebirth possible. Pacific Marine Supply and Ces who managed to get us what we needed at the right moment as if by magic. Len, Katie and Hector at El Faro Viejo Trailer Park, who aided us with a roof over our heads and good company when we needed them most. Lin, Larry and Lee who helped us right *Vagabundo*, and Julio who helped get her back in the water in an operation that was jeered by so-called experts. The many yachties who dug, photographed, and otherwise helped with the refloating in Cabo, the Mexican officials who were understanding and helpful, and the local residents, most of whom were sympathetic.

We also thank the many hams who relayed messages for us, and were always available to help. Our friend Bryan with his expertise, humour and fluent Spanish who

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COURTESY ALWAYS READY



Kerri and Garry Wood, doing Europe by water.

was of unmeasurable help here in La Paz. The crew of Andrea Abaroa's Shipyard, and Andreas and Angel in particular, who gave us friendship as well as excellent help. All of our friends, old and new, here and elsewhere, who have been supportive and understanding throughout these four months.

Last, but by no means least, our fellow Cabo survivors, most of whom lost their boats and dreams entirely, who have cheered us on and shared our excitement over our good fortune.

Muchisimos gracias todos.

betty & richard bower

[Editor's note: Of the 28 boats that went on the beach at Cabo December 8, all six that could be salvaged, have been salvaged: the Formosa 46, Grace; Bernard Moitessier's Joshua; the Cabot 36 Dancing Bear; the Endurance 37 Ayorama; Vagabundo; and the Olson 40, Notorious.]

Always Ready — Hood 38
Kerri and Gary Wood

St. Paul, France (Seattle)

Concerning the short note in the March '83 *Latitude 38* entitled "California Yachts and Socialism". It should be called "Swiss Yachts and Socialism". Rumor is that when President Mitterand and his socialist government took office, they tried to find out what French capital had recently fled to Switzerland. The Swiss refused to rat on the new French depositors, so the French government put a large tax on personal property in France owned by citizens of countries not signatory to certain financial agreements. This hit mainly the Swiss. The same law also taxed foreign charter boats, yachts with "flags of convenience", and company-owned yachts. Consequently many large yachts moved to Italy or Spain.

However the average American yacht is not affected by the new law. Americans can use their yachts in France for up to six months out of each 12 consecutive months without payment of any tax. If you want to leave your yacht in France but not use it, simply take the ship's papers to the nearest customs office and place them in bond. Your time away from the yacht is not counted as part of the six months. The practice is pretty loose. We have never been asked how long we have been in France by any customs officials, and there is no place on any documents that would prove it. The law is simply there if they want to enforce it. It is not clear if you could live aboard and not sail during the winter, while leaving your papers in bond.

The bureaucratic hassles have been minor, and the customs officials have all been friendly in our two years of traveling in and out of France. We have met quite a few Americans who leave their yachts here in the winter and sail the Med in the summer. Two San Francisco area boats are *Menbihan*, owned by Alex Ziegler of Santa Cruz; and *Exodus*, owned by Doug and Gwen Vollan of Berkeley.

We bought our new Hood 38 in northern

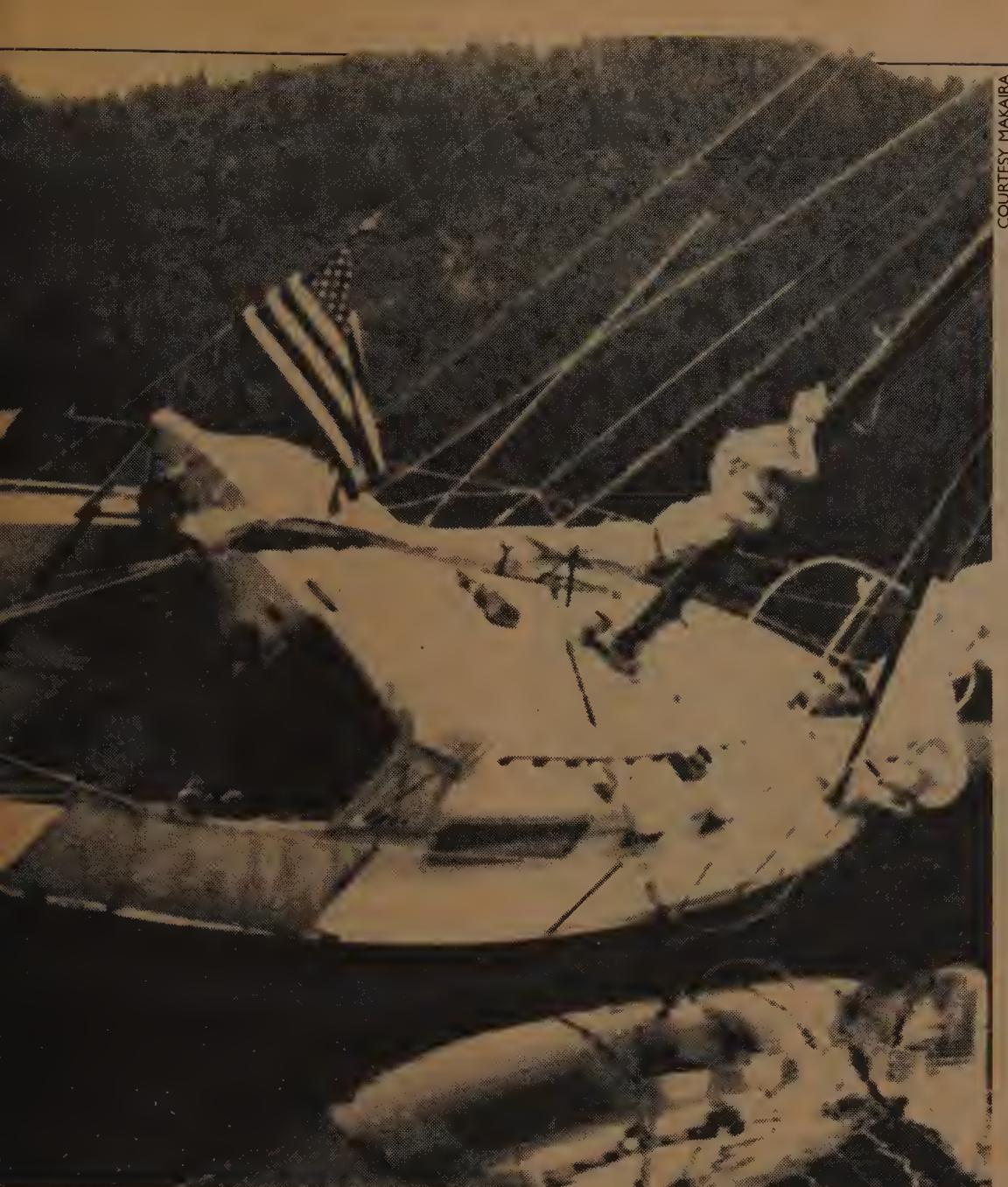


Europe in 1981. The first year we cruised to Denmark and then crossed Holland, Belgium and France to winter on the Seine in Paris. Last spring we crossed France by canal and river to the Mediterranean, five and a half delightful weeks and over 200 locks. Then we sailed to Corsica, Sardegna, and the west coast of Italy. This summer we're off for Greece.

We left *Always Ready* in Port Grimaud, France, for the winter. The port charges were reasonable, approximately \$120 per month for moorage and "gardinage", which includes starting the engine every few weeks and airing her out after rains.

We're very happy with our Wauquiez-built Hood 38. The most serious problem in two years of cruising was a hose clamp that pulled loose, which flooded the electric refrigerator, meaning no cold beer for a few weeks. The French are building some quality boats, now well priced. The franc is weak, currently 7.25 to the dollar.

Last week we met Peter Brown and first mate Rhonda, both from the San Francisco area. They just picked up a new Pretorien 35' sloop at Wauquiez's yard in Port Grimaud. They are planning a summer's tour of the Med, winter in the Caribbean,



COURTESY MAKAIRA

Makaira, heeling to British Columbia weather.

and eventually the South Pacific.

Don't shy away from France because of what you have read. The bureaucratic hassles are few, the natives are friendly, the food and wine are fantastic, and the beaches are topless!

— kerri and gary wood

Makaira — Rawson 30 Linn Johnson, Patricia Connor San Francisco

Makaira, our Rawson 30, is in the old slip in San Francisco Bay after sailing 12,500 miles in two years. My husband, Linn Johnson, Miss-Kitty-the-Cat, and I left in September, 1980 and returned September, 1982 after having cruised to Mexico as our first stop. We sailed up into the Sea of Cortez as far as Guaymas (great city!) and back down to Cabo San Lucas for a six or seven week "rest" before taking off for Hawaii.

We found Hawaii with no problem. It was our first ocean passage, so we were very pleased to find out that "that celestial stuff" really works. Both of us enjoyed Hawaii and

want to go back, but we did learn to "lock-it-up-or-lose-it". Hawaii is not the place to leave things laying around. Someone laun-

ing, at least it was in the summer of 1981.

Cruisers with pets please note that the quarantine then was 120 days at \$2.05 for cats and \$2.55 for dogs. It would be advisable to check with the Hawaiian authorities for current regulations.

After several enjoyable months in Hawaii we continued our cruise to the Pacific Northwest, wintering in Seattle. We worked a few months and then took off for Alaska, cruising the Inside Passage. We made it as far as Juneau before heading back to San Francisco.

The Inside Passage is just beautiful and the people all along the way are friendly and helpful. Some of the commercial fishermen tend to look upon sailboats as play toys — but when they saw San Francisco as the hailing port on Makaira's transom and heard we sailed "in that?" up to the Pacific Northwest via Mexico and Hawaii, we were okay. Linn and I agreed, though, that our next trip up



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ched our dinghy off the beach at Kahului, Maui. We were lucky enough to get it back after it had washed up on the rocks on the other side of the harbor. Cheap lesson, there. Kahului is not a usual cruisers or tourist stop, but is excellent for reprovision-

Puerto Escondido, where the almost new marina has been "closed for repairs".

the "inside" will be in a powerboat because the wind isn't during the summer months. (During the winter it's too much).

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Both racers and cruisers like to wiggle their fanny's at you, the only difference is that cruisers have tan buns while racers have drawn big numbers on theirs. It's true. But what's this trend all about anyway?

For the final leg of our cruise, we made our way out to Sitka and sailed directly to San Francisco. We covered the 1,300 miles in 13 days and some hours. That leg was by far the very worst of the entire two years: cold, wet and rough! We had two gales; a big one with 40-50 knot winds off the Queen Charlottes, and a little one with 30-40 knot winds off Cape Mendocino. The seas stayed big and rough until we got south of Cape Mendocino, at which point it calmed so much that we had to motor in.

It was great getting back in San Francisco Bay and we enjoyed the hospitality of the fine folks at the Golden Gate Yacht Club and the San Francisco Marina — during the Big Boat races, no less.

We'll be in San Francisco awhile. Linn is working and I'm in school. We're discussing our next cruise, but destination (Australia? Europe?) and time are indefinite.

Hello to folks we've had the pleasure to meet along the way, which is by far, the loveliest part of cruising.

— patricia connor

Big Stink In La Paz

If the daily paper you consume uses the Associated Press wire service, you may have recently read a story about unhappy relations between American yachties and the residents of La Paz, Baja Sur. However before you put too much stock in the negative story, you should know that the sole source of the information now claims that he

was terribly misquoted. You should also know that after the story hit the La Paz paper, the reaction of fellow yachties to remarks attributed to him was so strong that he felt compelled to leave the area.

The whole mess began one Sunday night when a yachtie from Ventura — who prefers to remain anonymous all the better for the entire episode to blow over — and his wife had four shots fired in their direction. This occurred while they were having dinner in the cockpit of their 30-ft sloop, which was anchored some 200 yards from shore at the far southern end of the La Paz anchorage. Despite such a great distance, one bullet is alleged to have passed so close to the yachties' head that he "could feel the wind from it".

No further shots were fired and they got on the radio for help. Two Americans in the anchorage responded, and went to town for assistance. They soon returned with a dozen Marines armed with automatic rifles. A sweep of the beach netted a "dead drunk" Mexican with a rifle. He was immediately hustled away. The individual was reportedly identified later as a convicted murderer from the state of Durango.

Shortly thereafter the yachtie took his story to the La Paz newspaper. The story quoted the yachtie from Ventura as saying that there was absolutely no security for boats in La Paz, consequently dinghies and motors were being stolen frequently, to say nothing of food and stereo speakers being taken directly off boats. In general the city, its

people, and its officials were portrayed in a very negative fashion. The gist was that La Paz is nowhere to have a boat. The irony was this yachtie and his wife had been there for the better part of a year.

Mexico's ailing economy is in desperate need of dollars, so the appearance of such a negative piece created a big commotion. The local television station jumped on the story and it rapidly made its way to Mexico City. In the capitol AP reportedly picked it up and put it on the wire; eventually it appeared in some stateside papers. Mexican officials picked up on it also, with the result that the Office of Tourism and the Port Captain and in La Paz began taking gas.

There was commotion on the water, too. Many yachties in La Paz felt strongly that the story had been grossly inaccurate, so a petition was circulated proclaiming that La Paz, its people, and its officials are terrific. One of the leaders of this movement was Santa Cruz' Frank Lara on the Hans Christian 38, *Amistad*. Frank reports that of 30 boats approached with the petition, 29 signed it. The only non-signer "didn't want to get involved". The petition was eventually presented to the Office of Tourism and the Port Captain, but by the time the damage had been done.

We recently had a chance to speak with the yachtie from Ventura over the telephone, and questioned him extensively about his feelings for La Paz. He adamantly maintained that he was misquoted by the newspaper and had never talked with the La Paz television station that ran the follow-up story. He insists that he loves La Paz, and has many friends there among the officials and townspeople. The bad will created in the boating community by the newspaper article, he maintains, is the only reason he left town.

And while he would have preferred to stay in La Paz after the shooting incident, he made it clear he didn't think things were completely perfect in the Baja town. Specifically he mentioned not feeling comfortable with the folks on shore who hoped



After "deflowering" 45 ears, Terry of *Mary T.* gets his at the hands of Pete Hoskins. Terry claimed Peter missed and pierced his shoulder, but attending physician Dr. Bob ruled that despite the blood, Pete got ear.

to get a few pesos for "watching" his dingy while he went to town. A common practice throughout Mexico, the yachtie felt the implication was that if he didn't pay there might be some retaliation.

A bigger problem, he says, is that "lots and lots" of dinghies and outboards are being stolen. When asked to name specific boats that suffered from such thefts since November, he could only name *Parallax* and *Fairwinds*. "There are a lot more than that", he added, "I just don't listen to the radio anymore, so I don't hear about them." However, he doesn't think the theft problem was any worse in La Paz than it is in Cabo San Lucas, Puerto Vallarta, or San Diego. Dinghies are always a hot item.

For his part, Frank Lara says his negative reaction to the newspaper story is partly a result of seeing how hard the people of Mexico are trying to make visiting yachties feel welcome. To support this, he told of two situations in which the Mexican government jumped to the aid of cruisers.

The first occurred when *Sea Nymph*, a Formosa 44, dragged onto the beach at a day anchorage at Isla Espiritu Santo, about 15 miles from La Paz. *Sea Nymph* put out a call on the VHF, but because of the hills of Espiritu Santo could not be heard in La Paz. Frank Lara acted as the relay man, and "within ten minutes" of hearing of the problem, Lara says the Mexican Coast Guard dispatched their vessel *Ocampo* to provide assistance.

As events would have it, the *Ocampo* was not needed. Before she could get there, the *Valiant 40 Maico*, the *DeFever 48 Misty Lady*, and the Mexican vessel *Cantamar*, had been successful in pulling *Sea Nymph* off the beach.

The second incident was a medical emergency, and included a big cast of yachties from Northern California. It all started on Isla San Francquito, about 40 miles up the Gulf from La Paz. A gentleman from Redondo Beach by the name of Lou on Southern Cross had an attack of what was later

diagnosed as kidney stones. He needed medical attention right away, and again Frank Lara provided relay communications.

Initial attempts to have a helicopter fly to the scene did not pan out, even when a nearby boat offered to pick up the tab. At this point the *Marleebre*, a 91-ft production sailboat, took Lou aboard and headed full steam toward La Paz. Lou was accompanied by Lorraine Coleman of the Bay Area Columbia 30, *Samba Pa Ti*, who happened to be in the area.

While passing Isla Partida, Jerry with the *Tartan 37 El Milagro* out of Oakland, powered out to intercept the *Marleebre*. The reason? To drop off Modesto urologist Bob LeFevre who happened to be nearby on his *Mason 43, Blue Sky*.

While the huge sailboat rushed toward La Paz, Frank Lara was making all the necessary arrangements for assistance with local officials. Doctors were lined up and an ambulance dispatched to Pichilinque, the nearest point for *Marleebre* to dock.

Lou, Lorraine, and Dr. Bob all rushed to a military hospital in what Bob called "the smoothest ambulance ride of my life". There the general practitioner allowed Dr. Bob to examine the x-rays, and together they consulted with a specialist in La Paz. ("Absolutely outstanding" is how Dr. Bob rated the Mexican physicians, "They just don't have as sophisticated equipment as doctors do in the States".)

After some difficult hours, nature took its painful course, and the stone passed. Soon

Lou was out of the hospital and down at the boatyard helping Dr. Bob with *Blue Sky*'s bent propshaft.

But to Frank Lara and many of the others who participated, this was just another example of how well the yachties are treated and work together with the local officials. To run down La Paz is to walk on the fighting side of many of them.

— latitude 38

Cruising notes: On the subject of stolen dinghies and thefts from cruising boats, it just doesn't do to assume that "locals" do the ripping off. More than a few times fellow travelling Americans are the perpetrators. For example in Puerto Vallarta this winter a car with Texas plates was caught leaving town with a cruiser's dinghy in its trunk. Later in P.V. the skipper of our boat was befriended by a passing acquaintance from Cabo San Lucas, befriended just long enough by this American to case the boat so he could later double back to steal the skipper's \$700 in cash.

And on the subject of discharging firearms, American cruisers aren't so guilt free either. Twice this summer in Baja American yachties threatened fellow cruisers by firing in their general direction.

Boats in Baja we've never mentioned: **Pegasus**, a lovely 55 or maybe 60-ft wood ketch from San Francisco (owners unknown) anchored in Honeymoon Cove on Isla Danzante. **Parallax**, Al and Betty Boiden's CT-37 ketch from the Delta, seen

CHANGES IN LATITUDES



Cruising in cactus land.

at Isla Francisquito, as was **Helene**, a Trintella 40 from Alameda with Foster and Sally aboard. In Pichilinque, the Hans Christian 38, **Land's End**, from San Francisco, owners unknown.

Dirty deed of the month. For boats anchored in Puerto Escondido trips to Loreto for supplies are frequent. One cruiser, we're

told, made a habit of stopping off at the Loreto El Presidente Hotel on the return trip, where he'd disconnect a lawn sprinkler and fill as many jury jugs as he could before being caught and thrown out. Why not just get water from the tap at Escondido? It doesn't come out fast enough, he reportedly answered. Nothing like making life easier for yourself at the expense of everyone else who follows in your path.

What's up now: Staying in Baja for the

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summer are: Frank and Judy Lara of the Hans Christian 38, **Amistad** from Santa Cruz; Rob and Lorraine Coleman of the Columbia 30, **Samba Pa Ti** from Berkeley; Dave Symonds of the Farallon 29 **Quark** from San Rafael.

Blue Sky, a Mason 43 with Bob LeFevre and Cy Eaton are soon departing for the Canal and Florida.

Already back in San Diego is Vince and Nancy's Bristol 32 **Sojourn** from Ryer; son Milo gets the boat in Southern California this summer. Soon to also be making the trek north are **Passage West** with Maren Lochridge and Pete Hoskins; and **Parallax**, what looks like a Perry 35 ketch from the delta with Al and Betty Boiden.

Seen in La Paz — with about 100 other boats that are either going to have to move north soon or spend the summer — are San Francisco boats **Git**, **Elan**, and **Dalliance**.

And lest we forget our 50th state, Gail Jensen reports that **Enchantress II**, a Cal 46 from Berkeley with Gordon Firestein and Doris Lang aboard, is at the Ala Wai harbor in Honolulu. Generally winter isn't the prime time to sail from California to Hawaii, but Gordon and Doris made it from Newport Beach in 23 days, starting just after the first of the year. Currently staying at the ever-gracious Hawaii Yacht Club, they plan to spend the next six months cruising the Hawaiian Islands.

A while back Western Marine Enterprises sent us a copy of their new release, *Marine Animals of Baja California*. We paged through it in our office, thought it was nice, and put it on our shelf. Before looking through it again we'd gone to Baja for three days and "Oh wow," we thought, "this is really great!" And it really would have been great to have been down there because it's got terrific color pictures of several hundred marine animals, many of which we immediately recognized. The book is by Daniel Gotshall, and if you're going to Baja this one would get dog-eared fast. That and a high-school geology book would be much appreciated down there.

Going cruising soon? *Latitude 38* would like to send you a "Roving Reporter" t-shirt. All you have to do is tell us a little bit about you, your boat, your proposed trip, and hopefully include a photo. T-shirts are available in mens sizes from small to extra large, and come in spinnaker red or mid-ocean blue.

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Down Rigger, (Big John alum.) SR400	255.00	149.00
Fishing lures, line (saltwater)		Low, Low Prices
Devits (Stern) dinghy, Danforth	600.00	300.00
Kone Clone lures	38.95	19.95
Heat exchange kite (MC, OMC)		Call for Quote
(Frem) Dual Fuel Filter/ water separator	145.83	69.00
Mops 12 to 20 oz		5.00
Winch handle holder	15.00	6.00
"Wincher" Rey winches to self taller		7.00 ea
Spotlight remote par 7"	457.00	300.00

Neutolex decking	13.95	7.95 yd
Compass Denforth C-900 bronze overhead	299.99	175.00
Pump Jabsco, 1 1/2 elec. clutch	509.00	325.00
Pump Jabsco, 10 GPM, 12 VDC	419.00	295.00
Greek Fishermen hats	15.00	7.95
Reritan Head Repair Kit		
PH & PHE	12.00	6.00
Compact	14.00	7.00
Crown	20.00	10.00
Widget Whipping		1.25 Now .50
Racor replacement cartridges, #2000, 2010, 2020, 2040		ALL 40% Off
Range Finder — 1000 yds	99.00	69.00
Flo-Scan (fuel-flo meter) (0-3 & 0-6 GPM)	150.00	69.95
Berlent		
#3 halyard winch	NOW	175.00
Elvstrom ballers	large	50.00 NOW 15.00
Yachting table wire (non-skid pitcher)		19.50 9.95
Avon foot pump		67.00 33.50
OMC sail drive props		45.00 30.00
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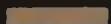
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- Mail your copy & check to P.O. Box 1678, Sausalito, CA 94966
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Exciting Tom Wylie designed fiberglass one-design racer/cruiser, launched in Jul. 76, ready-to-go. Proven in Bay, Ocean & TransPacific passage. Easily singlehanded, sailed by couple or sleep 6. 2 mains (76&31), 2 class jibs (76&80), 2 class spinnakers (76&82) by North plus small reefable jib (78) and 1/2 oz Spinnaker (82) by DeWitt. Elec. or hand start diesel, VHF, knotmeter/log, depthsounder, alcohol stove, SS sink, icebox & much more. Excellent value at \$23,000. (415) 388-6167 after 5 pm.

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'80 45' Hardin ketch. Exc. cond. dsl aux. motor, pres. water, lg. head/electro san/tub, batt. chgr, all teak interior, elect. equip. sails & covers, 2 anchors, swimladder, dock steps, storage, new paint, lots more equip. Chuck (916) 920-4712

GORGEOUS CAL 2-27 LOADED

Diesel. 6 bags incl. most beaut. cruising spinnaker on W. Coast. Best double ground tackle & bow roller. Ritchie, Signet, Pace, North, Autohelm autopilot, Paritan, Danforth, etc. quality names aboard. \$29,850. (714) 535-2578.

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30' BIRD "FALCON"

Race record that is hard to beat. Season & Perpetual winner last 3 years. New spinnaker, 2 year old main, jib and Barlents. New deck — refastened & reframed. \$7,800. Jim avee. (415) 523-5107.

NORDIC FOLKBOAT / BANSHEE

Folkboat — 2 suits sails, recent survey, excellent condition, spinnaker, full boat cover, 6 hp Johnson, race rigged, \$9,000. Banshee — race rigged, dual controls, 2 sails, \$1,250. Downing Smith, 522-7380 (h), 774-2025 (w).

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SAILING DINGHY FOR SALE

8 ft. Sabot. Fiberglass. New dacron sail. Completely refinished. Perfect yacht dinghy. Stable sailing design, excellent for learning to sail. Easily carried on car top too. Includes oars. \$525. Gino 444-0504 (d), 236-8863 (e).

SPECIAL THANKS

To one of your advertisers, Shamrock Marine, 5th Avenue Marina, Oakland. They recently overhauled my engines and better workmanship cannot be found. I highly recommend them to all. Myles Ringle, Skipper Tush.

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6 bags North sails. 2 auxiliaries. VHF radio. Tillermaster. Set up for singlehanding. Berkeley berth. Bristol condition. Must sell — going catamaraning. \$14,000 firm. (415) 846-1062 after 6 pm or leave message.

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Avon 8 person liferaft. Packed in cannister. Excellent condition. 1 year old. \$1,800. (408) 757-6812 (eves)

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Good condition. 4 sails, VHF, RD, all safety gear. Rebuilt 4 hp outboard. Recently rerigged. Trailer with hitch extensions. \$6,000/Best offer. 462-1838 eves.

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Main & jib & club jib, spinnaker, depthsounder, CB radio, compass, stove, head. Clean, clean! 6 1/2 Chrysler, sailor transom. \$8,000. Call Dave after 2 pm (415) 459-5701, San Rafael.

CAL 31 — 1980

1 owner. Absolutely immaculate. Often mistaken for new. Equipment incl. extra profs. teak joinery below, Dodger, plus power tabernacle system & much more. Call for list. \$56,000. Redwood City. (415) 364-8810 (e/wknd).

ALDEN '32 DREAMBOAT

'53 classic in exc. restorable cond. Johnson built. Includes 6 sails, rigging, accessories, Swoffer knot/logmeter. All in good cond. Needs caulking, rib repair, paint & motor. In dry storage Santa Barbara. \$10,000. (415) 595-5342.

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Cruising cutter commissioned '81, like new. Beautifully maintained with upgraded equipment. Priced to sell well below cost. 332-9005 (d), 331-2953 (e).

SANTANA 22

Great shape, clean, Gary Mull design, sleeps 4, new Evinrude 6 hp motor and new gas tanks. Richmond Marina. 526-6299 eves/wknds.

SAIL THE SAN JUAN ISLANDS

Charter this Ranger 33 sailboat that's sparkling clean, has a diesel engine, is fully equipped for cruising and sails beautifully. For more information call George at (206) 821-1208 or leave a message.

SACRIFICE 40'x13' CAMP-A-FLOAT

Thick Marine aluminum Pontoon boat. Extra high quality. Can carry 16 tons, weighs 7,500 lbs. Exc. cond. Many extras. Ideal for houseboat/RV/work boat. Orig. owner leaving state soon. \$8,950/B.O. (714) 535-2578 P/P.

ALASKA

2 responsible, energetic, experienced 23 yr. old females looking for crew on boat sailing to Alaska. Ready to leave anytime soon. LIII, 3775 Fillmore St. Apt. 11, San Francisco (415) 346-2926.

LEARN COASTAL SAILING

45' sailing ketch "Adventure" wants 6 sincere beginners or advanced sailors to spend 2 intensive learning days & nights practicing offshore skills, ship handling, piloting, etc. May/June reservations offered for an unforgettable cruising weekend. Ask about Channel Isles cruise. (415) 421-8389.

<p>ISLANDER — BAHAMA 30-FT., 1980 Volvo-Penta MD7A dsl. w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-channel marine radio, Lewmar halyard winches, ocean strobe, more. Perfect condition/1 owner. \$39,900. John 849-3848 eves.</p>	<p>505 US 7059 Ballenger spars and underway carbon fibre/kleegcell glass hull. Fully adjustable rod rigging. Harkens. 2 suits sails, cover. Trailer. John Turvill, 5008 Olive Oak, Carmichael, CA 95608. (916) 920-1900 (o) / 972-0468 (h)</p>	<p>CONTEST 30 SLOOP Dutch built to Lloyds standards, Volvo diesel, VHF, depthfinder, windlass, well laid out for cruising, beautiful mahogany interior, extremely strong f/g hull, 2 speed winches, \$27,000. John, evenings & Sundays 239-0447.</p>
<p>!!!FOR SALE!!! Avon Redstart Dingy / El Toro by Tito-fast, Itwt, fbgl / Dufour "Wing" Sailboard, with 2 sails. All in excellent condition. For more information call evenings: (415) 383-7439; (415) 383-5333. !!!For Sale!!!</p>	<p>FOR SALE Bruce Roberts M43 Hull. C/Flex, Fiberglass, Heavy Duty Professional Layup. (415) 349-1735 or (415) 570-6632 tape lv. msg.</p>	<p>WYLIE 24 Nightingale class. San Francisco Bay race boat. 1975, Hull #7, excellent condition. Full spinnaker gear. Chrysler 7.5 hp. Asking \$15,000 or best offer. Ballena Bay berth. (415) 521-4998.</p>
<p>BEAUTIFUL ALBERG 35 Pearson built 1964. Professionally rebuilt for liveaboard cruising. Hot & cold pressure water, shower, Unifridge, plenty storage & lockers, custom dodger & hatch cover. Recent new mast & rigging, jiffy reefing, anchor winch, overhauled engine. Datamarine depth sounder & knotmeter. Full covers, boat, sails & cockpit. Boat guaranteed! Bank financing — approx. \$9,000 down, \$414 month payment. \$42,950. (415) 757-3621</p>	<p>1977 CAPE DORY 25 SALE OR TRADE Equipt for comf. wknd cruising. fathometer, compass, 13lb Danforth/150' line, safety equip, dodger, cockpit cushs., 2 brnr. alcohol stove, gimballed mini-galley, alcohol cabin heater. Trade up/R.E. Jerry (415) 953-4207/531-4281.</p>	<p>GENUINE NAUTICAL ARTIFACT Large Kedge anchor. 9 ft. long, 1000 lb, 100 yrs old. Salvaged at Pt. Bonita. Great landscape centerpiece. \$2000. 459-1655.</p>
<p>FLICKA SLOOP Dsl., encl. head, custom ash int., Barlows, Kenyon, Bruce, Plastimo, Diehard(2), LeFiell, EPIRB, d.s., teak hatch/sole/cockpit, Bomar fwd hatch, V-berth locker, cedar hanging locker, just launched, \$27,000/offers. (213) 763-2199</p>	<p>CRUISE READY — 45' KETCH Custom built N.Z. Perfect world cruiser/liveaboard. 2 sleeping cabins apart from large salon. 2 bathrooms. Great gear & extras. Owner now considering offers well below market. (415) 652-2286</p>	<p>CAL 25 (HARDSHIP) SALE Jansenmar built, Lapworth design heavy duty rig, very good condition. Includes 5 sails, 7.5 Honda & extras. Boat has some ocean cruising experience. 9K or B.O. 376-1374 or 479-7390.</p>
<p>VENTURE 25 — 1979 Yellow hull, beige plaid interior cushions, trailer, lifelines, bow & stern pulpits, main, jib, genoa sails, cockpit cushions. Large bay area Class association. Must sell. 441-8805 days; 346-0489 eves.</p>	<p>INTERNATIONAL FOLKBOAT 26' Singlehander: Aries self steering. Full keel, f/g. Seaworthy improvements: 30" lifelines, oversized rigging, 2 sets jiffy reefing, Danforth & CQR, 300' rode, extra vents/handholds. Upwind Berkeley berth. \$16,000. Ken (415) 837-0100</p>	<p>1980 CATALINA 25 Excellent cond., swing keel, 3 sails, 9.9 Evinrude electric start motor, galley, whisker pole, anchor and line, life jackets, horseshoe buoy. See at Lake Don Pedro slip 263, \$14,500. EZ loader tandem trailer \$1500. (209) 632-5391 (e)</p>
<p>FOR SALE Forespar spinn. pole, 13'8" eye to eye. 3" dia. Piston style (XP) ends, dbl bridle. List \$270, yours \$150. Also, Shipmate kerosene heater. Self contained tank, bulkhead mount. Used but not abused. \$175. Call Chris (415) 857-3202 (d).</p>	<p>15' WINDMILL #4426, marine grade mahogany hull, beautifully constructed and finished, spruce spars, trailer, asking \$1500. (415) 254-0579.</p>	<p>FOR SALE — ISLANDER 24 Take my albatross! Fixer-upper home & new baby consuming our time, money. Fiberglass, full keel, 8' beam, good stiff cruiser. Sleeps 4, head, FW system, 294 ft of new sails, covers, outboard. Berth. \$6,500 or b.o. 655-1963.</p>
<p>SHARE 80-ft deepwater dock. 40-ft. available for \$175 per month at this sheltered, convenient Marin location. For further information call H. Marchant, Agent. (415) 456-9622.</p>	<p>15' WINDMILL #4426, marine grade mahogany hull, beautifully constructed and finished, spruce spars, trailer, asking \$1500. (415) 254-0579.</p>	<p>GENNAKER OFF S2 9-2 I' = 40', J = 13' with snuffer, hdwr. rainbow colours, new condition \$700/OBO. Islander RDF as new \$95. Hydroreel 50' hose new \$25. Phone: (415) 794-8881</p>
<p>MARINE REFRIGERATION Prompt Reliable Service Belt Drive, 115 V.A.C. & D.C. Compressor repairs Nau-T-Kol Hold Over Systems, starting at \$1,095. Jeff 331-7661</p>	<p>50' DEEPWATER DOCK Completely sheltered, minutes from Olympic Circle, Belvedere, Sausalito. Comes with spacious, luxurious home with swimming pool, sunny decks, and many other amenities. For further information, call Shelley Norris, MARCHANT & ASSOCIATES / Allstate Realtors. (415) 383-3710 (O); (415) 383-6053 (H).</p>	<p>SAIL SAN FRANCISCO BAY Spend the afternoon or entire day just relaxing or discover the thrill of sailing under the Golden Gate. Sail aboard a 33' sloop with an experienced & licensed skipper. SFB SAIL CRUISES (916) 965-8969</p>
<p>CLEAN YOUR HULL! 2 Divers / Group Rates Monthly/Bi-Monthly Service K. Pearson S. Verstegen 431-0112.</p>	<p>MARINE SURVEYOR Brian O'Donoghue Also Sailboat Consultant & Instructor (415) 461-6347</p>	

<p>1981 ERICSON 28+ Wheel steering, combi depth & knot meter, VHF, North sils, self furling jib, diesel, head, shower, hot/cold water, sleeps 6. Berthed Embarcadero Cove. No down, assume loan bal. (408) 263-7190 nights.</p>	<p>SANTANA 22 — HALF OWNERSHIP Excellent condition, keel sloop. 7.5 hp outboard w/5 sails, Oakland berth. Many extras. \$3,000/offer. (415) 537-5079.</p>	<p>CLIPPER MARINE 26 1973 Model, new interior & cushions, chemical head, 7.5 Honda, trailer, cruising inventory, cleanest clipper in state. Asking \$8,900. Call (408) 449-3210 (Phil) or (408) 484-9222 (Jim).</p>
<p>FREYA 39 Exceptional value. Extensively equipped for world cruising, including: self steering vane, autopilot, Barient self tailing winches, full electronics — Slnet windpt., wind sp., knotmeter, log, 100 fath d.s.; VHF, RDF, Radar alert, EPIRB; 5 bags sails, spin. gear; SL 555 anchor winch, all chain rode. Fully finished for comfortable liveaboard. Price reduced — owner needs cash. \$104,000. Inquires to "Atoll", Box 30752, Seattle, WA 98103. Phone (206) 782-5461 evenings.</p>	<p>APPARENT WIND INDICATOR Avoid stiff necks and squinting into the sun! EMS digital wind direction indicator. Accurate, easy to use. Great in light, fluky winds. Gas Discharge Display (similar to LED). \$195. John (916) 383-1132 after 4.</p>	<p>25' TRIMARAN Wheel steering, sails good, sound hull, heavy rigged. 7.5 hp outboard, Vallejo berth, trades invited. \$5,300. Eves. (707) 745-4106.</p>
<p>ARIES '32 — 1976 Double ended, full keel sloop, extremely seaworthy and easy to handle. A favorite in long term cruising for one or two people. Excellent condition. 35 hp diesel. Depth finder, knotmeter, compass, radio and raft. For a song — \$35,000. (209) 383-5999</p>	<p>CAL 39 Help! Must dump '82, ultra-mint, loaded. Desperate divorcee on verge of bankruptcy. All calls gratefully accepted. Tire kickers okay. Carol (415) 965-4438</p>	<p>EQUIPMENT WANTED 60 lb. CQR & chain. Manual anchor windlass. 1½" clutched Jabsco pump #6590. Edson bilge pump. Willie Evans, P.O. Box 634, Petaluma, CA 94952. (707) 763-5117.</p>
<p>PACIFIC SEACRAFT 25 Double ender sloop, excellent condition. Diesel, VHF, other options. New bottom paint February '83. Coyote point berth available. \$22,000/best offer. (415) 324-4744, ext. 277 weekdays; (415) 592-8147 eves. and weekends.</p>	<p>SKIPPERS WANTED Qualified Coast Guard Certified Skippers wanted. For more information please call Tom or Katie at 668-4305 or 752-7154.</p>	<p>30 FOOT ALBERG DESIGN SLOOP With 4 hp outboard, pilot berth, water and electrical systems, sails and other equipment. \$25,000 or offer. Phone (415) 537-9693.</p>
<p>WANTED — CRUISING SAIL BOAT Need 32'-35' cruiser, well equipped and suitable for liveaboard. Buyer to trade for equity in 2 BR, 2 Ba. condo, plus cash. Contact Dennis Scully, 4225 Bobble Lane, La Mesa CA 92041, (619) 698-2376</p>	<p>SEEKING PARTNER To assume ½ interest in 41 ft. Dufour ketch. Must be qualified ocean sailor interested in cruising and time sharing boat. Cruise area and limits flexible. T.S. Remsen, 4098 Valeta St. #388, San Diego CA 92110, (619) 224-9760.</p>	<p>ISLANDER 28 — 1976 Volvo diesel, folding propellor, Barient winches, Modar radio, compass, Knotmeter-Log, depth sounder, ladder, teak interior, little used. Super condition. \$30,000. 865-3396.</p>
<p>MARK II SELF-STEERING WIND VANE Vertical vane drives a servo tab on a balanced rudder. Heavy duty stainless steel structure... simple design. \$500. (415) 841-6962</p>	<p>SAILING CONDOMINIUM 1971 Coronado 35, the ultimate liveaboard with legal liveaboard berth. Beautifully varnished teak interior. 2 private staterooms, with large living area/dining room & galley. Full head with shower. 2 boat owner, sacrifice at \$40,000. 665-2477 or 271-6072</p>	<p>29 FT. SEAWORTHY SLOOP Sparkman Stephens F/G 3/4 keel 45% lead ballast, 9,000 displ., IB Atomic, RVG steering, 4 bags, Dodger, proven long distance ocean cruiser, PHRF one design racer, U/W berth, hauled 7/82. Selling at loss \$20,500. 652-3526.</p>
	<p>FIREBALL</p>	<p>GAY MEN AND WOMEN</p>
	<p>Fiberglass hull, mahogany deck, original sails.</p>	<p>Join the Bay and Delta's only gay boating club!! Barbary Coast Boating Club seeks gay men, women, boat owners, crew, experienced and novice yachtsmen. \$25/yr. Call Roy (415) 339-8329 or Jon (415) 753-5017.</p>
	<p>Must sell.</p>	
	<p>First reasonable offer.</p>	
	<p>Days (415) 271-6398</p>	
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<p>NOR-CAL COMPASS ADJUSTING</p>	<p>Magneuto™ System Exclusively</p>	<p>CHART PORTFOLIO SERVICES</p>
<p>1. Boat Remains In Berth</p>	<p>2. Owner's Presence Not Necessary</p>	<p>Repro. charts, entire Pacific Coast, Alaska to Panama, Hawaii, French Polynesia, Cooks, Tonga, Fiji, Samoa, New Zealand, Australia, etc. Excel. quality, re: 1/5 cost original. Free index, \$2 for sample chart of Bora-Bora or Marquesas. Mahina Cruising Svcs., John Neal, Box 21814, Seattle WA 98111 (206) 784-0187.</p>
<p>3. Eliminates Deviation</p>	<p>Dick Loomis (415) 453-3923 days or eves</p>	
<p>OFFSHORE CRUISING SEMINARS</p>	<p>To gain broad knowledge base in all aspects of offshore cruising: outfitting, tropical medicine, navigation. To save time, money & hassles, don't miss this. Sausalito, Ventura, Newport Beach, San Diego: Aug.—Sept. '83. Brochure: Mahina Cruising Svcs., John Neal, Box 21814, Seattle WA 98111 (206) 784-0187.</p>	<p>Zenith Trans Oceanic Radio R7000</p>
		<p>The ultimate receiver — for RDF, WWV, SSB weather, VHF weather, shortwave, AM, FM, ham. Powered by battery, 110, 220, optional 12v. 90 day warranty. List \$450; your cost \$350 + \$10 UPS. No tax. Mahina Cruising Services, P.O. Box 21814, Seattle, WA 98111 (206) 784-0187.</p>
<p>SAUSALITO POLISHING COMPANY</p>	<p>Start the boating season with a fresh clean boat. We take the work out of boat maintenance. We are professionals who clean, compound, polish, shampoo, and protect fabric.</p>	<p>Professional Marine Services</p>
<p>Behind Easom's boatyard at "On Shore Marine"</p>	<p>(415) 332-4400</p>	<p>YACHT DELIVERY AND MANAGEMENT</p>
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		<p>Peter M. Sutter / Bert Weiner / Gary L. Hoover</p>
		<p>60 Years of Delivery Experience awaits your call.</p>
		<p>(415) 332-2510 / (415) 570-5135</p>
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ERICSON 35 — 1976

Good condition. North sails, Atomic 4 engine, Barent winches, Signet K/M & depth gauge & other equipment. "Capable cruiser and racer", according to *Latitude 38* (April '83). Good buy at \$42,000.
668-0387.

FOR SALE

24' Piver Nugget Trimaran, fully rigged, extra sails, newly overhauled Evinrude 9.9 outboard. \$5,000/offer.
423-8656 or 336-5692.

APHRODITE 101

Beautiful & fast 33-foot Danish crafted sloop. Easy to sail with self-tacking jib. Diesel. North sails. Raced competitively. Call Greg Warner (day) (415) 938-5200 or (eve) (415) 938-4589.

FOR SALE

Nordica 16, 16' Canadian FG doublender, cuddy, w/EZ loader trailer, O.B., Genoa, \$4,200. (707) 822-6167 (Eureka) 6-9 p.m.

1979 CUSTOM 3/4-TONNER

Designed by Graham & Schlageter. Teak decks, varnished teak interior, 6 fix berths, brand new Awlgripped hull. Excel. cond. 17 North sails. Will pay freight from Wisconsin! Call for photos/equip. list. (414) 743-7608 (e).

THE SCHOONER LORD JIM

Is reviewing applications for our West to East crossing, departing Rio for the Med. on May 1. 5 week sail, \$5,000, half down on acceptance. Send resume to Box 1035, Sausalito 94966. (415) 488-9551.

CRUISING SAILBOATS

1980 Rafiki-35, Airex hull, teak decks, Volvo diesel, VHF, depth, etc. Like new, \$68,000/offer; 1971 Tyercraft-24, twin keel sloop, 10 hp Merc, trailer, \$6900/offer. Call Bill (408) 925-1295 weekdays; (408) 867-9202 after 6 pm.

SANTANA 35 / HALF OR FULL OWNERSHIP

50% partner or 100% offered for this TransPac equipped racer — including 17 Pineapple sails, hydraulics, Loran, SSB, VHF, offshore safety equipment. Attractive financing. Phone eves (415) 435-2706 or (415) 435-0701.

SANTA CRUZ 27

Want a fast ocean racer, fully equipped with new Horizon sails, and trailers? This is your opportunity! Call Jim Rhyne for details. (408) 256-2138 days, leave message.

WANTED

4-6 man life raft, small outboard motor, sailing dinghy, plow anchor. Call Glenn Meyer (415) 595-1832 or (408) 629-9191.

COOPER 35 SLOOP — 1/4 INTEREST

1982, new boat \$4,400 + \$300 month, St. Francis berth. Beautiful boat. References requested. 948-5196.

RAWSON 30

Ocean cruiser, Aries vane, fatho, VHF, ham, new dodger and sail cover, '77 Pisces diesel, Edson wheel steering. Good ground tackle. (415) 769-9423 eves., (415) 451-2369 days. Alan.

CLASSIC COLD MOLDED

Finn Dingy. Built in Holland 1958. Finished bright inside & out using W.E.S.T. Epoxy. Updated rigging makes this 15' dingy a delight to sail. Don't miss out on this one of a kind gem. \$2,950. Warren (415) 421-7398/524-8275.

VALIANT 40 — 1975

Excellent condition. Cruise ready. 6 sails, dinghy w/outboard. Refrigeration, canvas covers, etc. For sale or will trade for Condo or house in good location. \$125,000. (805) 985-1095.

ISLANDER 28 FOR SALE

100% or 50% share. 1978. All teak inside + safety equipment, compass, echo sounder, radio. Diesel engine. Bottom painted/engine just serviced. Main & genoa. \$29K for 100% share. Rick Catterton 954-1277 (w); 922-5870.

TRAILER WANTED

Need a trailer for my Catalina '22 swing keel. Should have minimum 3000 lb. rating. Prefer Easy-Loader or Catalina trailer. Call Jon (408) 988-6800 · 122 weekdays, or (408) 247-3587 eves.

HELP WANTED

Female firstmate for spiffy new 53' motorsailer w/semi-dirty, semi-old, semi-sea dog. 1 yr + commercial chartering, fishing, bill paying & hard boat work. Then world travel. Jerry Myers, 177F Riverside, Newport Beach CA 92663.

MUST SELL!

30' sloop, blt. by Grimsoykilens in Norway '59, beautifully maintained solid mahogany on oak, varnished hull/interior, sleeps 4. 6 Barents, 3 anchors, dinghy, full cover, extras. Displ. 4630, bal. 2866. Bristol cond. \$10,000/offer. 726-7421.

NEED YOUR BOTTOM CLEANED?

Call: Joss Wilson Underwater Services
(415) 566-7826
Hulls Cleaned, Zinks, Inspections

Orion Charter Tours & Boat Maintenance

P.O. Box 5422, San Francisco 94101
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<p>MULL 45' Alum. cutter, diesel, signets, Navtec rod rigging, Kenyon spar, wood stove, queen size berth. Possible financing/partnership or trade for property. For pictures and information call (707) 433-1736.</p>	<p>CROWN MARINE CONVERTER Crown 30 amp converter, 50 ft. 30 amp power cord, 30 amp adapter, 30 amp stainless steel power inlet. All new — never used. Value \$635. Sell \$375. (415) 574-7740.</p>	<p>OLSON 30 — (STORED DRY) 7 sails (1 Mylar 150%, 1-3/4 oz. spin.) MOB gear, Barient 23-ST's (self-tail.) & 10's. Signet digital k.m., 2 Plastimo compasses, Headoil #2, 2 color H2O line, anchor, rode, fenders, etc. New bottom paint. \$25,500. (408) 426-6695.</p>
<p>HUNTER 22' SLOOP 1981 7.5 Chrysler O/B, 3 sails, galvanized trailer, many extras. Excellent shape. Great weekend-er. \$11,500. (415) 960-0162.</p>	<p>ATTENTION SINGLE GUYS! Are you between 38-45, non-smoker, look like Robert Redford, relaxed personality, sexy as hell and want to vacation two weeks Virgin Islands early June? Looking for fourth-to round out bareboat charter — 39' Mariner. We provide good company, conversation, food. Minimum expenses plus airfare needed. If interested send information (resume) and photo (so we can recognize you) to Sami, c/o DTW Corp., 3120 Telegraph Ave., Suite 8, Berkeley CA 94705. Act fast!</p>	<p>35' LANDING CRAFT CONV W/CABIN 671 Marine diesel 300 hrs. Fisherman's Wharf, S.F. Propane stove, fridge, sink, head, gurdies, outriggers, VHS, compass, tach, documented, 2 auto bilge pumps. \$8,500. (415) 752-7072 after 6 pm</p>
<p>ERICSON 23 '77, like new, keel/centerboard, 6 hp Evinrude, head, 3 sails, Danforth anchor, mast lowering gear. Asking \$10,500. Includes Calkins 2-axle trailer. For more information contact: Roger Larsen, (415) 951-5860 (d), (415) 376-2646 (e).</p>		<p>INT'L 505 Excellent condition. 2 jibs, main, spinnaker and harness. Highlander trailer. New registrations. Must sell. \$1500. 756-5539.</p>
<p>25 FT. POCKET CRUISER Fiberglass twin keel, cutter rig. Leteher "Aleutka" design. Fonet mast, boom. Teak deck, Awlgrip paint. Wood stove. Beautiful boat with all equipment. Berth. \$16,000. (415) 493-5891.</p>	<p>AVON REDCREST 9 FT. INFLAT. DINGHY 3 hp long shaft Seagull outboard, new cond. Ideal for cruising. Asking \$850. 521-9209 (e).</p>	<p>24' "STONEHORSE" YACHT Edey-Duff 1974. Diesel. Many extras. Excellent condition. A joy to sail singlehanded in any weather. Be sailing five minutes after boarding. Located in Bay Area. (213) 728-0142 (office), (714) 626-7124 (home).</p>
<p>41' RHODES BOUNTY II YAWL '58, fiberglass, new diesel, wheel steering, fifteen sails, inflatable, electronics, cruise ready. \$59,000. After 6 p.m. (415) 332-7543.</p>	<p>MORGAN 41 O.I. (1978) Ketch rigged, full electronics, Avon with 4 hp motor. Bedroom, shower & john fore & aft. Walk-thru design. Freezer, furnace etc. Very little use, low hrs. on diesel. \$93,000 firm. Message Bob (707) 763-9032</p>	<p>30' HERRESHOFF KETCH Meticulously maintained H-28. Sails beautifully on ocean/bay/delta. Sleeps 4. Incl. delta awning, full boat cover, stereo, stove, fireplace, depthsounder, sumlog, inboard engine, cushions, oriental rug, more. \$28,500. (415) 283-8989</p>
<p>LUHRS TRI-CABIN 33' F/G, F/B, rare model. Beautiful mahogany interior, fully carpeted. Swing-A-Cat-Salon. 2 heads/shower, delightful aft cabin/built-ins. F.W.C. Chrysler 318's. Excellent condition. Picture on request. \$34,500. (408) 475-7264.</p>	<p>LIDO 14 Fiberglass open day sailer. Built 1965, sail no. 2042. Highlander boat trailer bought new in 1979. Two sets of main and jib. Write: Jon Martin, 220 Redwood Highway #181, Mill Valley, CA 94941. \$2,000. (415) 383-5420.</p>	<p>PURE LEAD 180 lbs. in 8-10 lb. chunks. 50¢ per pound cash. (415) 343-8823</p>
<p>28' TRITON Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum log, VHF, RDF, AM/FM. New LPU topside, extra sails incl. 2 spinnakers. Lots more. \$18,500. Steve (w) 974-2489, (h) 346-1528.</p>	<p>TRAILER WANTED For Yankee Dolphin, LOA 24', LWL 19', Beam 7'8", shoal draft keel, 4250 lbs., prefer tandem axle with ele. brakes, rent or purchase. Craig Graham (209) 334-4370 (office), (209) 369-8520 (home).</p>	<p>40' ROBERTS SPRAY F/G - C-Flex, 80 hp Ford dsl. Ketch rigged, wheelhouse, dual steering, 7 berths, 4 cabins. Comfortable, roomy, stable, liveaboard. See Vallejo "D" dock. \$75,000 or trade for Northern Calif. real estate. (707) 964-1961 (Ft. Bragg).</p>

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<p>CT-41 Pacific cruising veteran. Beautiful 41' ketch, FG hull, teak interior, diesel, \$20,000 spent during last year for refitting and new gear. Recent survey. \$59,500. 331-0880 (w) Paul Carlson.</p>	<p>CLEAN 1978 CATALINA 27 Never raced. Din. int., excellent condition. Atomic 4, VHF, stereo radio/tape, CB radio, 2 anchors w/chain. Dodger, sail covers. Many more options. \$19,800 O.B.O. Berth available. (415) 351-2003 (d); (415) 351-6292 (e)</p>	<p>HAWKFARM Move up from your 24' boat. Hawkfarm is strong, quality built, xInt S.F. Bay design. Hawkfarm provides competitive Bay & Ocean racing for new and experienced sailors. Bill Perrin 495-0133</p>
<p>35 FT. F/G ALBERG PEARSON 1965 \$32,000 Large galley w/dinette, sleeps 6 (2 dbl. berths, 2 1/4 berths), 7 sails, 3 anchors, 7 winches, autopilot, shower & water heater. Must sell now. By owner. (415) 524-0686 24 hours.</p>	<p>GOOD BAY BOAT 1 yr. old, 7.5 hp Honda, extrem. clean. 5 sails, 2 winches, VHF radio, anchor, heavy duty rigging installed yr. ago. W/trailer \$8500. W/O trailer \$7500/b.o. San Leandro Marina berth available. (415) 351-2003 (d); (415) 351-6292 (e)</p>	<p>HAWKFARM 28' "MAGIC" Full equip.: XInt sails, Barients, full inst., in-board diesel, Tillermaster, anchor, etc. Free 1-year fleet membership with purchase. Mike (916) 965-8885 owner; Bill Perrin (415) 495-0133 Fleet President.</p>
<p>WANTED 45 CQR anchor, 3/8 chain, windlass (SL555), inflatable Avon or Achilles, oil cabin lamps, ham radio, EPIRB, SatNav, metal sextant, liferaft 4 man, windvane, Aries or Monitor. (916) 685-9619 (e), 381-9696 (d).</p>	<p>EQUIPMENT FOR SALE New 12" I.D. 3-dog bronze portlights. Also, O.K. Dingy, complete, exc. cond. with or without trailer. Also, 12' Nova Scotia skiff, carvel planked, good condition. Also, 2 person f/g elec. Swan boat, exc. cond. (707) 778-7052 (d).</p>	<p>ALBERG 35 BUILT 1963 BY PEARSON Full sail Inventory incld. new main. RDF-VHF and Sounder plus Taylor cabin heater. Atomic 4 engine, wheel steering and jiffy reefing. Good cond. Priced to sell by owner. \$37,000. Call (415) 331-1579 evenings.</p>
<p>RANGER 23 <i>Nani Kai</i> has a red hull, tall rig, 4 sails, 6 hp Evinrude, and big trailer. She is 6 years old, lives in Santa Cruz, and loves to sail. \$14,000. (408) 429-1515 (d) / 688-6223 (e) Steve</p>	<p>HARPOON 5.2 Want to sell '80 Boston Whaler Harpoon 5.2, 17 ft. dinghy w/trailer. Stored in encl. area, exc. cond. 7 yrs. remain on an unlimited, transferable hull warranty. Great teaching boat for kids. \$5,100. Call George (408) 923-5353.</p>	<p>1927 CROCKER Built at Lawley's. LOA 69, LOD 50, Beam 15'6" x 6' draft. Perkins 4236, 2 sets sails, beaut. trad. interior. Sleeps 8 # spacious cockpit. Totally complete for cruising. \$125,000. Cash/real estate considered. (702) 870-4967/(408) 266-9223.</p>
<p>FOR SALE — SPINNAKER & POLE Spinnaker hoist — 49 ft. 4 in. Foot — 30 ft. 11 in. Leach — 49 ft. 4 in. — 1.2 oz. Pole is 4x19 ft. New, never used. (916) 381-9696 days, 685-9619 eves.</p>	<p>AN OLDIE BUT GOODIE '66 Cal 20 — won 4 out of 5 races in '82. Barients; 7 1/2 hp Wizard aircooled outboard; new stays; 2 1/2 suits sails; and more. Alameda berth. \$4750 or b.o. Agent (415) 865-1166, Owner (209) 526-2203.</p>	<p>30' KNARR MODIFIED Imported with 2 cyl auxilliary. Raised cabin, self-bailing cockpit & extended boom added later. Excellent 1st Bay & Delta cruiser, plus a competitive 'Club Racer'. 2 boat owner. \$7,000. Ron 521-6486 eves., 755-4749 msgs.</p>
<p>MIRROR DINGHY FOR SALE New 11' sailing dinghy professionally built and ready to rig to your specifications. Most versatile dinghy available. Largest class in the world. Call Mark Switzer, 775-4640 day or night.</p>	<p>1981 WAYFARER FOR SALE 16' sailing dinghy and trailer, fibreglass hull, ideal for family camping, equipped w/tent, extra rudder, tiller, gear. Asking \$3200. Call Mark Switzer, 775-4640 day or night.</p>	<p>FOR TRADE OR SALE HP41C Navigation computer, stainless steel, 380 Auto pistol, 17' oars (2). Wanted: Solar panel, wind/water generator, kerosene trawler lantern, quality sextant. Scott (408) 297-8952.</p>
<p>HANDS-ON FUN. Have fun learning heavy weather sailing, anchoring, nav., spinnakers & advanced skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored Ocean training Cruise in Santa Barbara's offshore isles. Write or call PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hours).</p>	<p>BORA BORA UNIQUE INVESTMENT OPPORTUNITY "Tahitian style" condos 2-bedroom, completely furnished, modern kitchens, spectacular views of lagoon, private beach/dock. Priced from \$185,00 to \$225,000. Offered by: WIND WARD ENTERPRISES, LTD. 9 Harbor Mall, Bellingham, WA 98225 (206) 647-2343/671-1227.</p>	
<p>VALIANT 40 FOR CHARTER Sail S.F. Bay in the most luxurious Valiant 40 on the West Coast. Named "Offshore Cruising Boat of the Decade" by <i>Sail</i> magazine. She is exciting to sail and beautifully equipped from autopilot to SatNav. (415) 530-5464 after 6 p.m.</p>	<p>SAIL CLEANING 1-week Repairs</p>	<p>EAST BAY 523-9011</p>
<p>MASTS FOR SALE Sitka spruce hollow from new 53' Cheoy Lee ketch. Main and mizzen masts, booms, tangs, goosenecks, mast heads. Deck stepped. Main is 64'. All for \$3,500/offer. Jack Barr (415) 457-2002</p>	<p>A SCHOOL IN YOUR MAILBOX? That's right! Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive & enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hrs)</p>	

<p>PEARSON VANGUARD \$32,000 32½ ft. sloop, former class champion. Good deWitt sails. Possible Sausalito berth. No money down to credit-worthy purchaser. 332-7851 evenings.</p>	<p>STEEL SLOOP — 31' DUTCH BUILT '70 By Van de Vlis. Very seaworthy, Volvo Penta MD2, hard chine, alum. mast, Pathfinder w.v., dodger, ¼" s.s. rig'g, VHF-70 chnl., mahog. int., sleeps 4, liferaft, Aeoleus dinghy, recent hauled, berthed in Sausalito. 331-0440 (e/wknd)</p>	<p>FOR SALE / TIME SHARE: ENDEAVOUR 32 With Richmond slip. Complete galley and head, sleeps 6, axle diesel, roller furling jib. Owner financing available or ?? Free lessons?? Call and let's talk! 846-4378 days; 846-0794 nights</p>
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<p>"COPPELIA" Laurent Giles Vertue 25' — Built by Cheoy Lee in '64; all teak construction & copper riveted. Volvo diesel rebuilt in '81, 8 sails including spinnaker, Hasler wind vane, Avon life raft, Tillermaster autopilot, VHF, Sony multiband receiver, depth sounder, S.S. tankage and more!! She is a veteran of Mexico, Panama, Bahamas and has been maintained in bristol condition. Detailed information/extensive equipment list available. \$29,900. Rhonda Rogers, 200 Harbor Drive, Sausalito 94965 (415) 332-5086.</p>	<p>HUNTER 30 — 77 Excellent cond, with custom rigging/club jib. Has cabin heater, knotmeter, depth sounder, stern swim ladder, lock steering, amp & voltmeter. VHF radio, and much more. Priced for a quick sale. \$32,950. Call (916) 486-0589.</p>	<p>GLADIATOR 24 — \$5,300 Sails, good rigging, heavy 60's f/g construction, Lapworth design, full keel, displ. 3800 lbs, 20' LWL. Flush deck, roomy interior, galley. Sailed from LA. A Gladiator has sailed to Hawaii in 19 days. Stan (415) 922-9641 for info.</p>
<p>AVON REDCREST Brand new condition, with pump, seats, repair kit, bag, beautiful ash oars, \$550. Also, Homestrand 2-burner, gimballed alcohol stove that needs work, \$35. Call (408) 358-2835 evenings.</p>	<p>BOATS FOR SALE 15' Bahama Sloop — shallow draft, beamy, stable, exc. shape, new sail, 2 hp Evinrude, \$2800. 9'6 Yacht Tender, new canvas on cedar planks, strong, light, \$570. 16' Fishing boat w/trailer, both in good shape, \$350. Ernie Taron 669-7289</p>	<p>STARTER BOAT Fiberglass dinghy. 14' sloop with dagger board, sails and trailer. Sails great with 2 adults. Easy to launch and fun to sail. Excellent condition. \$1150. 825-7462 or 433-6168.</p>
<p>25' FLEUR BLEUE SLOOP Classic mahogany cruiser/racer with 9 sails, all electronics, depthsounder, ship-to-shore, sleeps 4, w/Sausalito berth, other extras, immaculate. \$11,950 by owner. Julian Peabody, any day or time (415) 461-7000.</p>	<p>BIG BOAT BARGAINS Mainsail by Hild Sails. 45.5' luff, 15' foot, 3 reefs, 9 oz., very little use. Cost me \$1800 — costs you \$750. Martec MK III folding prop. LH18DX16P. Like new but won't fit my boat. \$250. 825-7462 or 433-6168.</p>	<p>MOORE 24 Cheap Thrill, class winner '83 Metro Midwinters. Finished '82 Doublehanded Farallones race with no damage, not even a close call. Thousands of dollars in new rig and hardware make this seaworthy boat one of the fastest in a fast fleet. Complete with trailer, OB, VHF, 10 sails. Everything you need to go racing and win. Seller can assist with financing. 825-7462 or 433-6168</p>
<p>OLSON 30 Racy Red Beauty. 5 sails. Bodega Bay slip avail. Desire quick sale. 27K 'Blown Away'. (707) 869-3538; (707) 545-8474</p>	<p>DUFOUR 29 FOR SALE Commissioned Dec. '79, Volvo MD II, WP/spd KnLog/Spd Depth. 4 bags sails, extensive rigging and equip. Improvements aimed at short-handed sailing and cruising for singlehanding. Dave (415) 238-0688</p>	
<p>* TEAK * Once in a lifetime special. 18 to 33 inches wide! 7 to 29 feet long! Handloggers (415) 332-0506</p>	<p>ESTATE SALE CAL 28, Lapworth design, fully equipped for offshore cruising. Navik vane, Data Marine dig.kn., 3 compasses, 5 sails, Montgomery f/g dingy, huge inventory. A real bargain at \$15,500. Glen Cove Yacht Sails, 2024 Glen Cove Rd., Vallejo, CA. (707) 552-4206</p>	
<p>LEARN COASTAL SAILING 45' sailing ketch "Adventure" wants 6 sincere beginners or advanced sailors to spend 2 intensive learning days & nights practicing offshore skills, ship handling, piloting, etc. May/June reservations offered for an unforgettable cruising weekend. Ask about Channel Isles cruise. (415) 421-8389.</p>	<p>WESTWOOD SAILS fast, well made sails, recutting & repair 332-9515 located at B&L Sails, I.C.B., Sausalito</p>	
<p>LION SAILING SCHOOL LION YACHT CHARTERS 982 Santa Barbara Road Berkeley, California 94707 (415) 526-4559</p>		<p>DAVE KETTENHOFEN MARINE SERVICES Yacht commissioning Yacht deliveries Sailboat rigging Engine repairs Mechanical and electrical installations (415) 521-4998 1144 Ballena Bl., Alameda, CA 94501 MARINE DISTRIBUTOR FOR BRIWAX INTERNATIONAL</p>

<p>NEED CREW / SO. PACIFIC ONWARD Exp. skipper, 25,000 ml., w/m 45, 5'8" 160#, perfect steel 32' sloop seek non-smok. lady 30-40, some sail, exp. who will appreciate good wine, food, music, adventure. Photo/resume. Ed Rubie, 1042 E. Main St. #160, Ventura CA 93001</p>	<p>CRUISING GEAR Icom 730 Ham Transceiver, new — \$500; Autohelm 2000 — \$500; Navik self-steer vane — \$550; Pernika radar detector — \$475; Solar panel 2.2 A — \$150. 635-6713 after 7 pm.</p>	<p>FOR SALE 10 hp Mercury outboard, 18 mo. old, factory maintained, \$750. Lectra/San Marine waste treatment system, new/unused, bought \$600, for sale \$375. Call Paul (415) 368-0724 eves.</p>
<p>LAPWORTH 24 New mast, stays, Pineapple sails. Stockton self-tacking jib, roller furling jib, genoa, slab reefing, new bottom paint, 6 hp Evinrude. Anchors, compass, etc. Fast keel boat in super condition. \$6,500/B.O. (415) 532-1626.</p>	<p>ANSWER THE CHALLENGE 32 Challenger, complete setup for liveaboard cruisers. 12/110v refrigeration, 100 gal hot/cold water in new stainless steel tanks, cabin heater, shower, custom cabinets, 4000w generator. Great liveaboard slip in Delta Marina. \$39,950. (916) 973-1665.</p>	<p>EQUIPMENT New MKIII Avon 6-man F/G cann. liferaft \$2100. Tamaya sextant w/4x40 & 7x35 scopes \$475. Simp. Lawr. #555 windlass \$495. '77 Johnson 15hp long. o/b, elec. start w/fuel tank \$650. Bern (415) 961-3940 (d); (408) 253-9925 (e)</p>
<p>SANTANA 22 Built in '69, keel sloop, good condition, 6 hp Evinrude, 4 sails, sleeps 4, lifelines, Barlents. Asking \$6,000, B.O. (415) 852-7890 days (415) 550-8758 evenings</p>	<p>TEAK LADY 18' sloop; teak hull, deck, cabin. Sleeps 2. Built 1930's for S.F. World's Fair. Classic lines, good condition. Good learner. Spare sails, 6 hp Evinrude, extras. \$3,950. Pat (707) 425-5058 eves.</p>	<p>J/24 EAST COAST BOAT 8 bags, KM, log. Seldom used. Excellent condition. More. 892-7516</p>
<p>RANGER 23 FOR SALE '76 launched 1/77 never raced. 6 hp O.B. Barlent winches. Berkeley berth. \$11,500 or B.O. Call 524-7651 or 841-9403.</p>	<p>25' NICHOLS YAWL FOR SALE Wood & glass hull. 2,000 lb. lead keel. 6' cabin. 9 hp outboard. 3 sails. Brass gear. San Rafael berth. Recent survey. Needs electrical. Rugged boat. Looks sweet, sails safe & smooth. \$5,500. (916) 265-3489</p>	<p>ISLANDER BAHAMA 24 A clean, very nice boat at an excellent price: \$6,000. Berthed in Alameda. (415) 881-1456.</p>
<p>SSB FOR SALE Northern 570 100 watt 11/22 channels w/model 700 antenna coupler for backstay loading. Includes maintenance manual. \$700. (408) 395-0973</p>	<p>FOR SALE 2 Barlent 10c winches \$85 each. Barlent 8" double handle locking \$45. Guzzler 600 aluminum bilge pump w/handle \$80. All new. Also, assorted blocks, cleats, etc. (415) 969-0533 after 5 pm</p>	<p>26' HORSTMAN TRI Well built, well equipped, good condition, 4 Barlent winches, 3 Cranfield sails, sunlog, sounder, CQR Viking. Sailed to San Diego & back. Very good performer. Priced at \$5,800 for fast sale. Larry (415) 797-1324.</p>
<p>VERTUE 25 CRUISING SLOOP (415) 982-8400 ext. 400 wk.days</p>	<p>SAILS Used racing sails, many cruising miles left for 30'er. 125%, 5.5 oz, 5 yrs. old, \$150. 150%, 3.8 oz, 3 yrs. old, \$350. Both — \$400. I-35' — S-11.75'. C. Plath Sextant, \$325. (408) 475-0568 (e); (408) 475-2694.</p>	<p>19 FT. ALACRITY SAILBOAT Very sturdy, trailerable, excellent condition. New sails, rigging & sheets. Seagull O.B., head. Sleeps 3. English fiberglass design. \$4,500. 846-3941.</p>
<p>FARALLON 29 Well maintained/cruise ready. Sailed '80 singlehand race to Hawaii. Aries vane, Volvo dsl., Dodger, k.m., VHF, RDF, EPIRB, stereo, d.s., new upholstery, 7 bags Sutter sails, Barlent self-tailing & more. Lee Flint 331-3187/566-9917</p>	<p>1982 10' MONTGOMERY SAILING DINGHY Used 2 months in Hawaii. I paid \$1,688. You pay \$1,000. Colby (415) 437-0451; (415) 941-9574 (e)</p>	<p>INFLATABLE DINGHY 8'8" Metzeler Tender II, new cond., including transom, 2 seats, jointed oars, pump, repair kit, pressure gauge, storage bag. 2 HP Cruise-N-Carry outboard, new, never used. \$800 complete. (408) 476-6807.</p>
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<p>PLATT'S BOAT REPAIR Custom Woodwork * Damage Repair Interior Cabinetry * Quality Joinery * Functional Design * Phone 8 a.m. - 11 p.m. (415) 848-5983 Steve Platt, Owner</p>		<p>KISMET CHARTERS S.F. Bay skippered charters on our 36 ft. ketch (415) 687-4498</p>
<p>MARINE SURVEYOR FRANK OLIVEIRA Call Before 9AM or After 6PM (415) 388-2239</p>	<p>Available Seven Days a Week</p> 	<p>shoestring sailboards 415 - 856 - 3515 in Palo Alto at 716, San Antonio Rental, lessons. See 3 fabulous new Waylers! Open Mon. & Fri. eves, Saturdays & Sundays.</p>

<p>LEASE 1982 CS 33 1 year lease, 1 week per month, or ? 5 2-speed winches, 3 self tailing, wheel, diesel, electronics. Oakland Estuary near Jack London Sq. (415) 966-4191; eve. 872-2544</p>	<p>LIVEABOARD / CRUISE (707) 778-6709 Overseas 41' ketch (CT-type), '75. Perkins dsl., sleeps 6, separate cabin/shower, 7 sails, VHF, d.s., w.s., k.m., 2 anchors & 100' chain. Delta cover & full canvas. 150 gal. water & 100 fuel. Poss. trade 26'-30' f/g sailboat. \$67,500.</p>	<p>AUTO HELM 1000 For sale with wind vane, excellent condition, \$500. Metzler Tender II Inflatable. Complete \$700. Call Fred (408) 298-2414 days, (415) 589-7967 eves.</p>
<p>16 FT. ROWING SKIFF ON TRAILER Fiberglass pulling boat designed by Philip Bolger; wineglass shaped transom; adjustable seat and stretcher board; two sets of ash oars; on trailer ready for use; \$1200. (415) 965-1260.</p>	<p>ISLANDER BAHAMA — 24 '65. Bristol cond. 6 hp Johnson 3 yrs. old. 3 bags sails. Depth finder. VHF radio. Compass. Too many extras to list. Excellent condition. Coyote Point berth. \$8500. 342-6288.</p>	<p>TREASURE ISLAND 22 Bristol cond. Includes Evln. 5, settee cushions, new Pineapple jib, genoa, spin., Berk. berth, Shaeffer hardware, flawless survey. Must sell \$3500 or b.o. Call Dudley 445-8843 days or 456-0134 eves.</p>
<p>NAVIGATION EQUIPMENT All equipment is new and offered at 1/3 off discount house price. Brooks and Gatehouse system 190 with 360 analog wind meter, extra digital readout, keypad, "Halcyon" electronic compass, Horizon satellite navigator; Sailor VHF radio and RT 109 RDF; Dickinson diesel 'Chesapeake' cabin heater and Pacific stove; 4" Danforth compass; Raytheon 400 lounder; Firdell reflector; Ruggerini 3 kw diesel gen set. Parts located in SF Bay area. 6454 Red Keel Rd., Columbia, MD 21044.</p>	<p>CATALINA 30 1979 new Atomic 4 engine, Leading Edge sails, self furling jib, exc. condition, fully equipped, Coyote Point berth incl. — \$35,900. (415) 948-1855 (day), (415) 327-4362 (e).</p>	<p>CATALINA 27 1971 in excellent condition w/full inventory: main, lappet w/covers, 155% genoa, 3 winches, VHF, compass, k.m., head w/holding tank, new Chrysler 12.5 hp sailboater w/elec. start. Price \$14,400. (408) 267-7378.</p>
<p>DEEP WATER BOAT DOCK With Bay, Delta & ocean access. Attached to 3 bdrm., 2 1/2 bath condominium, with fireplace, wet-bar, built-ins and 2 1/2 car garage. Also use of two swimming pools. "River Park" Marina, Napa, CA \$159K. (707) 255-8897.</p>	<p>RACING CREW WANTED Active New York 36. Sailing in All YRA Races. Need 5 additional able bodies. Contact Leland Wolf 1970 Beach Park Blvd., Foster City, CA 94404 (415) 573-8041</p>	<p>VENTURE 25 Brand new Main sail and 7.5 hp Honda engine with battery charger. Great Bay/Delta boat. Have fun in the sun this summer! Only \$6500. Call Craig (415) 676-4125 or Wade (415) 827-0473 after 7 pm.</p>
<p>32' MAST FOR 24'-26' BOAT Modern design, nearly new condition. Includes Airfoil spreaders, Sheave boxes for internal halyards & topping lift, spinnaker track, steaming light. Originally built for Merit 25. \$450/B.O. 540-7968 (eves).</p>	<p>U.S. YACHTS 25 — COYOTE PT. BERTH Excellent condition for new owner of this racer/cruiser, in a beautiful marina. 3 sets of sails (some new), spinnaker, VHF, D.S., etc. Cruise with full galley, head, sleeps 5. \$15,500/offer. Terry (n) (415) 345-7446.</p>	<p>SPARROW. 20' SAILING BANKS DORY 1974. Spritsail sloop rig. OB well. 2 rowing stations. Oars. Trailer. Marine fitted cover. Classic, practical, seaworthy. \$1995. (415) 332-3577, (707) 763-3782.</p>
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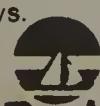
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<p>TRADE OREGON INCOME PROPERTY 70K equity for quality liveaboard: Cheoy, Hans, Westsail or similar. \$935/mo income 4-plex & 2 BR house just 6 min. from UofO campus in Eugene. Low taxes. Will sell/trade. Walt, 1835 Madison St., Eugene OR 97402 (503) 686-1682.</p>	<p>BRITISH WOMAN, 31 Inexperienced sailor, seeks lessons on the bay or further afield in exchange for crew, cooking or maintenance work. Call 386-0972.</p>	<p>19 FOOT LIND CLASSIC WOOD SLOOP Mahog. plank, oak ribs, good sails, bronze hardware, 6 hp Evinrude, elec. bilge pump, battery/charger, anchor. Exc. daysailer. Strong, sturdy, recent survey. \$3300. Heavyduty Evinrude trailer \$500 extra. (707) 552-4206, 448-5945.</p>
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<p>CORONADO 25' Fiberglass family cruising sailboat. Full galley, sleeps 5, mahogany int., 10 hp Honda o.b., 5 sails, 10 gal. water, C.B. radio, battery charger, loads of extras, \$7950. Call Doug (415) 961-8840 hm., (415) 865-7040.</p>	<p>COLUMBIA 28 Well maint. & completely equipped family cruiser. Spin., genoa, lapper, preventers, Barient self-tailers, Delta awning, Intech VHF, Mansfield MSD, shorepower, dual batteries, Atomic 4. Asking \$18,000. (415) 948-1048.</p>	<p>1977 ISLANDER 28 Well maint. Volvo dsl., tiller, k.m., compass, depthfinder, windpoint. Extras incl. RDF, safety harnesses, VHF, self-tailing Barients, sun canopy. Sails incl. like new 150% Genoa. \$34,500. (408) 986-5525 (d), (415) 328-0421 (e).</p>
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<p>FOR SALE 40' covered moorage. Duwamish Marina, Seattle. (206) 226-6461 days; (206) 937-7529 eves.</p>	<p>SANTA CRUZIANS SWAP SLIPS Race or cruise in S.F. Bay this summer. I have 27' boat at Jack London Square in Oakland Estuary. Would like to exchange slips with someone in Santa Cruz Yacht Harbor. Contact: Tim Gauhan (408) 725-1200</p>	<p>TRADE Want smaller cruising boat 27'-32'. H-28, Nor'Sea-27, ?. Steel/glass/wood. For 40' Sparkman & Stevens sloop. '34 classic beauty in exc. cond. Teak decks/cabins, twin head stays, VHF, fatho, spin, lead ballast. (619) 295-7781.</p>
<p>HANS CHRISTIAN 38T Cruising cutter, delivered Feb. 1979. Superb condition. Nissan diesel; Telcor & Datamarine instruments; VHF, RDF, CB, EPIRB, refrigerator, dodger, chain & many extras. Lying Berkeley. Asking \$106,000. (415) 525-6837 eves.</p>	<p>SANTANA 23 — BARGAIN 1981, trailerable, full race w/extra deck gear, daggerboard, retractable rudder, VHF-FM, 9.5 merc. elec., alum. anchor, sleeps 6, stove, sink, F.W. tank, main, 155%, 130%, spin. storm jib, first \$14,000. (619) 485-5090.</p>	<p>O'Day 22 1 owner, beautiful family boat. Alameda berth; recently hauled. Digital depth, knotmeter, working sails. New cushions, head, electrical & mast. See to appreciate. \$6,000/offer. (408) 395-9455 (days), (408) 338-9783 after 7 eves.</p>
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<p>INTERNATIONAL FOLKBOAT 26' '78 full keel F/G sloop bilt. by Marieholm in Sweden. Exc. bay/offshore boat w/VHF, In-board diesel, dual batteries, lifelines, dodger, upwind Berkeley berth. \$21,000. Will consider partnership. David 758-6444.</p>	<p>35' DANISH RACING SLOOP Fir on Oak, copper, fast, SS rig, 10 hp motor, deep keel. Very fast, sound but need some work. \$6,800 or B.O. (415) 592-0612.</p>	<p>J/24 Nice, competitive East Coast boat. Hull 337. Melges all alum. trailer. New Norths end of '82. 8 sails incl. 2 spinnakers. Dry sailed, nice bottom. Relocating. Must sell by June 1. \$12,500 firm. (415) 945-1160.</p>
<p>BENFORD 22 Full keel sloop, Airex/glass hull, white oak, Honduras mahogany finish, sleeps 4, wood stove, Spar-Tech spars. A stiff & able pocket cruiser. Can deliver. \$12,000. (503) 325-4460. P.O. Box 232, Astoria, OR 97103</p>	<p>PARTNERSHIP — 26' PEARSON Sail SF Bay this summer for just \$60/mol 1 of 3 partners moved. Must sell share now. Almost unlimited use of very clean, well equiped sloop with VHF. Brickyard Cove berth. Sm. cash buyout required. Charles (415) 376-5313 (e).</p>	<p>SLIP AVAILABLE — SAUSALITO Up to 35'. Mid June through Sept. Possibly beyond. By month or for entire period. Please call (415) 323-3972.</p>
<p>NOR SEA 27' Aft cabin loaded, exc. cond. Solid classic blue water cruiser. New 2 cyl. Volvo diesel, new kerosene stove/oven & cabin heater. Trailer, possible Sausalito berth. Partnership considered. \$44,900/B.O. 383-4339.</p>	<p>"80" ENDEAVOUR 32 20 hp diesel, gauges, VHF, extras, etc. Beautiful boat. Owner financially in trouble. Must sell. \$53,000. (415) 562-9283</p>	<p>1978 O'DAY 30 Assume 11% financing. Very low downpayment. Well equiped cruiser w/main, 110, 150 self furling jib, VHF, d.s., knotlog, stereo/cass., wheel steering, sleeps 5, 2 brnr stove w/oven. Yanmar dsl., many extras. (408) 973-1531.</p>
<p>TARTAN 26 1973, diesel, 4 sails, VHF, Imron mast. Well equipped & maintained. \$14,500.00. Call (415) 428-9467, 465-0797.</p>	<p>GULFSTAR 50 KETCH Original owner — \$159,000/Offer. Proven blue-water cruiser w/12,000 mi. under keel, owner maintained w/TLC in exc. cond. Fully equiped for cruise; storm anchor, 3/8 chain, windlass, life raft, survival kit, Sailomat self steer. vane, 7 sails, 7 Barients, mahog. sailing dingy, long list equipment & spares. Custom features give same liveaboard comforts at sea/dock; Espan dsl. htr., refrig./freezer, propane stove oven/broiler, lg. aft cabin, head/shower stall, stereo, carpet, etc. Larry (415) 349-5829.</p>	<p>CATALINA 30 — ASKING \$35,000 Rio Vista (707) 374-5541; Sacramento (916) 726-8079. D.S., K.M., CB, VHF w/scanner, anchors, new curtains, int. cushions & cockpit cushions, RDF, Shipmate f/p, sailing dinghy, Atomic 4, Kenyon stove/oven. 3 pgs. equip.</p>
<p>FANTASIA 35 — CRUISE EQUIPPED Great cond. Aft dbl. cabin, teak int., hot water, shower, microwave, propane stove, coldplate refrig., cutter rig w/6 sails incl. spin., self-tail. winches, dsl., dodger, lg. inven. \$84K inc. Avon/Seagull. Sausalito berth. (415) 332-4071(e)</p>	<p>ERICSON 25 1978 fix keel model in exc. cond. 3 sails, 15 hp electric start outboard, stove, ice box completely equipped for cruising. \$15,500. Call Pete (415) 983-8605 (w) or 672-7226 (e).</p>	<p>CAL-20 Evinrude 6hp, head, 2 sets sails, berth, stove, dishes/silverware, compass, whisker pole, rigged for sound, lights, extra jackets/cushions, many, many extras. Call (415) 641-0281 eves.</p>
<p>MAYA #15 "MENEHUNE" 23' wood classic. Bilt. Japan '57. Exc. cond. Storm jib, club jib, 130 genoa, new spinnaker, brass & stainless victory cabin heater, shore power, VHF, new Evinrude. Much more. Super bay boat. \$6900. (415) 865-3865.</p>	<p>LASER FOR SALE Laser in good condition, all equipment plus trailer. \$1,175 or give me an offer I can't resist. I'm joining the Navy and must sell soon. Call Ken or Marge (415) 757-5301.</p>	<p>32' YAWL Trad. yacht built to Lloyd's 100 A-1. F/G w/teak decks, alum. spars, wheel, Barients, 11 sails, diesel, lots of equipment. Good sailor; offshore capable but easy to handle. Exc. cond. See to appreciate. \$43,500. (415) 254-8451.</p>
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<p>CATALINA 22 Mint cond. Incl. trailer, dry stored at Alameda Marina. If you are looking for great bay/lake/delta boat you will not find better boat at this price. Owner transferred. \$6,200. Phone (415) 865-3865.</p>	<p>CATALINA 30 Extra everything rigged. Must see to appreciate/with berth. Ask for Frank (408) 257-8333 (d) (415) 348-4080 (e) Asking \$33,900</p>	<p>PACIFIC CLASS 30 Kettenburg 32' Classic racing sloop. Recent survey. \$5000. Coyote Pt. berth available. (408) 287-8996 eves.</p>
<p>BEAR 23' SLOOP — SAUSALITO BERTH Full keel, wood classic. Perfect bay boat. #31 "Golden Bear". 3 year old Evinrude 4 hp. Good sound condition. Very dry. Very fast. \$6,000. Call 381-0904, 393-3373.</p>	<p>CATALINA 27 Cruiser/Racer. Exc. cond. Atomic 4 (low hrs). Traditional int. Spinnaker, North 150, lapper, main. Full spinnaker gear includ. pole, strut, sheets, Barlow 20's, turning blocks, etc. Mar-tec prop. \$18,500. Austin/Helen (415) 593-2457.</p>	

<p>RANGER 37 — ESPRIT Race or cruise this Gary Mull design. Mexico and TransPac vet — beautiful, stiff and very sturdy. SSB, 55 ch. VHF, log, knotmeter, wind-point, depthsounder. Custom rig has Navtec rod rigging, double spreaders, dual headfoil. Edson wheel steering, Volvo 23 hp diesel, new bottom. Full race package includes 14 sails, Lewmar 55 and 45, 3 speed winches, 2 poles, adj. backstay, custom traveller. Beautiful teak interior has CNG 3 burner stove with oven, enclosed head with holding tank, AM/FM cass. stereo, shore power, custom full boat cover. <i>Esprit</i> has been professionally maintained and rates a low 25.7 IOR and 120 PHRF. Price \$65,000 firm. Call Ray at (415) 254-1306 for details.</p>	<p>1979 CHRYSLER 18' BUCCANEER SAILBOAT Fiberglass, trailer, O.B. Motor. Sails and boat in excellent shape. Very fast boat — \$2200. Call 799-6159 or 758-0565.</p>	<p>1982 NEWPORT 30 III Like new, fully equiped, 8 Lewmar winches, 3 self-tailing, North sails Main, 110, 150, internal halyards, spinnaker gear, D.S., K.M./Log, stove, shower, dsl. Inboard, much more. Asking \$43K. 345-3026 or 341-0989</p>
<p>14' CYCLONE SAILBOAT With Little Dude trailer. Excellent condition. Call (415) 684-3715 evenings & weekends. \$1,000/B.O.</p>	<p>1978 NEWPORT 30 MK II Owner finance, at 12%, Volvo diesel, Pineapple 150, 125, Spinnaker, oversize winches, interior halyards, head foil, VHF, stove/oven. \$35,000. After 5 pm 532-1436.</p>	<p>TARTAN 30 Well maintained and equipped 1975 S&S designed sloop. Bonded, Atomic 4, VHF, Sutter sails. Good inventory. Excellent bay/cruising boat. Sail-away condition. \$32,500. (415) 567-5507.</p>
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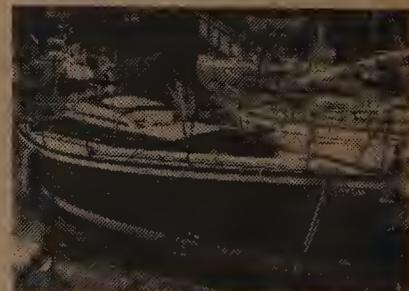
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40' CT '81 w/aft cabin & Flybridge, radar, ADF, autopilot, microwave, flobber stoppers plus more.....	89,000
42' GOLDEN GATE '80, w/Flybridge, twin dsl., Loran, autopilot, radar, (2) radio's, (2) depth ind., 7.5 kw gen.....	134,000

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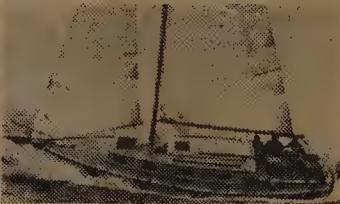
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25' CAPE DORY.....	\$12,900
27' VANCOUVER.....	38,200
33' MORGAN.....	32,500
34' CAL.....	39,500
34' FORMOSA.....	55,000
37' MASON.....	79,000
37' RAFIKI.....	85,000
37' CUSTOM SLOOP.....	68,000
37' IRWIN.....	\$67,500
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— WOOD —

24' Cox sloop, cruise equipped, fireplace	\$11,750
25' Nordic Folkboat, great Bay boat, needs TLC	2 from 5,995
25' Vertue sloop, Laurent Giles-design, new rig	21,000
26' Thunderbird, 9 1/2 h.p. Evinrude, spinnaker	5,500
27' Condor sloop — nice cruiser, inboard	try 10,000
28' H-28, new Atomic 4, all teak interior	26,500
30' Tahiti ketch, diesel, cruise equipped	29,500
30' Pilothouse sloop, Swedish-built double-ender	30,000
35' Crosby sloop, needs work, good liveaboard	12,500
36' Herreshoff Nereia ketch, diesel, teak, more	60,000
38' Farallon Clipper, totally re-built, fresh diesel	35,000
40' Concordia Motorsailer, gorgeous	39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran	69,500
42' Chappelle Schooner, newly built classic	79,500
46' Custom ketch, strip planked, new diesel	78,000
46' Alden cutter, bristol, new interior	48,500
50' Force 50 Ketch, radar, plus	115,000
60' Maine schooner, Marconi rig, Master Mariner '82	reduced to 140,000

— FIBERGLASS —

20' Cal, needs work, make an offer!	\$4,450
22' Columbia, 10 h.p. Honda	5,000
25' Cal, Fleet champ	10,750
26' Dawson, aft cabin inboard	18,000
27' Bandholm Sloop, inboard	16,000
30' Rawson, 1976, diesel	29,500
35' Fantasia cutter, Bingham-design, loaded, must see	68,000
39' Freya, kit w/diesel, unfinished	25,000
50' Columbia, '63 Boat Show Model, custom interior	82,500

— POWER —

38' Viking Flybridge Cruiser, new twin diesel	65,000
40' Swanson, ferro-coated hull, diesel, liveaboard berth	6,500

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SAIL — PARTIAL LIST

20' RANGER, trailer, motor, sleeps 2	\$4,500
23' BEAR BOAT, with diesel	try 4,500
24' CAL 2-24, 68, full race plus	only 7,500
26' PEARSON ARIEL, full keel	13,000
27' CAL '71, inboard engine, full race or cruise	14,500
30' FISHER PILOTHOUSE, like new, loaded	63,000
33' YORKTOWN, diesel cruising sloop	26,500
34' COLUMBIA MKII, very well equipped	39,000
35' ALBERG, full keel, wheel steering	35,500
35' ERICSON, full keel, wheel steering	36,000
36' COLUMBIA, full cruise, all rebuilt	only 37,500
41' GULFSTAR, center cockpit	89,750
41' C.T. KETCH, full cruise	72,500
42' GULFSTAR, 1979	129,500
43' GARDEN PORPOISE ketch	29,000
50' GULFSTAR, ketch	159,000

POWER — PARTIAL LIST

25' CARVER, w/Volvo dsl., dual controls	repo — try 11,000
26' TROJAN, 1973, all glass, hard top, A-1	13,500
26' ALBIN, diesel cruiser, mint condition	26,000
26' FORMULA THUNDERBIRD, Flybridge sedan, '79	repo — try 20,000
26' CAULKINS BARTENDER, V-8, express	9,000
30' VEGA TRAWLER tri-cabin layout	try 33,000
36' CLASSIC tri-cabin	try 5,500
36' CHRIS tri-cabin Cavalier	repo — try 15,000
40' OWENS TAHITIAN tri-cabin, needs woodwork	try 11,000
41' CHRIS tri-cabin, radar, bath tub, freezer, etc.	35,000
41' KNEASS tri-cabin, classic, A-1 condition	22,000
44' HUNTER tri-cabin, liveaboard in style	try 50,000

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SELECTED LISTINGS

26' Garden Vashon Island cutters, 1967, we have 2 from	\$32,000
27' Royal Viking sloop, 1963, excellent saller	15,000
27' Orlon cutters, we have two, both owners serious	from 44,500
28' Hess Bristol Channel cutter, 1980, vane, dinghy	60,000
28' Samurai heavy cruising sloop, 1959, lots of gear	25,500
30' Garden cutter, "BULL FROG", 1947, good gear and clean	34,000
30' Fisher ketch MS, 1975, strong character, needs gear	62,000
31' Mariner ketch, 1968, one of the wooden ones with good gear	31,000
34' William Hand flush deck ketch, 1947, good character	35,000
38' Bluewater Ingrids, 1-85% done, 1-beautifully finished	from 66,000
42' Alden cutter, 1940, redone in 1979, low price	49,000
42' Atkin ketch, 1981, beautiful new wooden boat	reduced to 85,000
42' Garden Porpoise, 1975, cruise veteran and beautiful	149,000
44' Hanna Brigantine, 1961, cruise veteran, low price	67,500
45' New Zealand ketch, 1974, aft cabin, very clean and neat	135,000
45' Alden/Casey yawl, 1946, Mercedes diesel, needs interior	40,000
47' Perry/Litton cutter, 1980, loaded with good gear	149,000
48' Trewes Vanguard aft cabin steel ketch, 1968, nice	175,000
48' Parker/Moody English sloop, 1957, very beautiful	80,000
65' Norwegian trawler/motorsailer, 1960, heavy duty	175,000

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Over 100 Listings

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44' PETERSON CUTTER, '75. Dodger, autopilot, gen., Signets \$117,500
41' GULFSTAR SLOOP, '74. Center cockpit, shower, diesel INQUIRE
40' SWIFT CTR. COCKPIT KETCH, '79. S&S-design, Lloyds certified	.... 112,000
40' COLUMBIA '64. Dodger, 6 sails and more	.... 54,500
39' CAL '80. VHF, depth, log, Barients & dsl.	.... 89,950
38' HANS CHRISTIAN CUTTER, '78. Barients, refrig., electronics	.... 106,000
38' INGRED KETCH '77. Cruising boat with much gear	.... 89,500
37' ENDEAVOUR SLOOP, '82. New boat in excellent shape	.... INQUIRE
36' ELDREDGE-McGINNIS YAWL. New diesel, Virgin Islands	.... 28,000
36' HUNTER '80. Yanmar dsl., good gear, very clean	.... 64,900
35' MAGELLAN, '65. Strip-planked Motorsailer	.... OFFER
35' FANTASIA '78. Cruise equipped for Mexico	.... 68,000
34' TARTAN '74. Barients, autopilot, clean	.... 38,500
33' RANGER, '75. Clean, diesel inboard & super price!	.... 35,000
33' TARTAN TEN, '79. All Barients. Ready to race	.... 36,000
33' YORKTOWN, '71. FWC Perkins dsl. Needs completion	.... INQUIRE
33' VANGUARD, '66. Clean with rebuilt engine	.... 35,000
32' MARINER '72. LPG, VHF, wheel, Perkins, etc.	.... 44,500
32' ARIES, '77. Comfortable cruising boat. Dsl., VHF, etc.	.... 47,500
30' OLSON '79. 9 sails and outboard	.... 25,000
30' TAHITI KETCH, '61. Classic cruising boat. Dsl. & Avon	.... 30,000
30' HERRESHOFF KETCH '65. Beautiful condition	.... 28,500
30' PEARSON, '79. Atomic 4, VHF, clean	.... 32,500
28' WOOD CUTTER, '34. Traditional looking with inboard	.... OFFER
28' ELDREDGE-McGINNIS SLOOP '59. Lots of gear	.... 25,500
28' ISLANDER. Race equipped w/halyards back, Volvo dsl & more	.... 34,500
27' TARTAN SLOOP. S&S design. Gd inventory, very clean — 2 from	
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean	.... 22,500
24' MOORE, '79. North sails	.... 18,500
22' FALMOUTH CUTTER, '81. BMW Dsl., Tanbark sails, etc.	.... INQUIRE

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizarre Snafu, please call & list your boat.

DEALERS FOR:

FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

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50' FORCE 50. New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sister ship). May Be Seen At Our Docks.



43'7" SEA WOLF 44 DIESEL AUXILIARY KETCH, NEW — Sailaway \$103,680!! Call for details (sister-ship).



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo diesel, walk-through to aft cabin! Lots of teak, fully equipped. \$65,000.



35' FANTASIA, 1978. Diesel, cruise equipped, must be seen to be appreciated. \$68,000.



42' FORMOSA. Clean, diesel. \$79,000

20' MARIEHOLM	\$14,000
23' RANGER	13,600
23' BEAR	12,500
24' CAL 2-24	5,950
24' COLUMBIA	7,500
24' PEARSON AREO 24	5,500
24' WINDWARD Sloop	8,900
24' FARR 727 1/4-Ton sloop	11,900
24' NEPTUNE 24K, 1980	21,000
24' ISLANDER BAHAMA	2 from 7,500
25' CAL	10,000
25' CHEOY LEE	14,500
25' SANTANA 525	2 from 13,000
25' BAHAMA 25, McGlasson-design	2 from 15,500
25' NICHOLS SeaHorse yawl	7,500
25' CHEOY LEE CLIPPER	2 from 15,500
25' CORONADO	3 from 9,200
25' CONYPLEX SEXTANT	11,500
25' NORDIC FOLKBOAT	2 from 5,400
25' SEILDMANN sloop	20,900
25' TANZER 7.5	10,500
25' PETERSON 2-25 full race	13,000
25' FOLKBOAT-BORRESON	10,000
25' LANCER	14,000
25'6" FRIENDSHIP SCHOONER	2 from 25,000
26' COLUMBIA 26	2 from 11,000
26' INTERNATIONAL FOLKBOAT	27,000

26' ISLANDER EXCALIBUR	9,000
26' BAHAMA	16,500
26' ISLANDER	24,500
26' PEARSON ARIEL	13,000
26' RANGER	16,300
26' S-2 aft cockpit sloop	20,000
27' BRISTOL	15,950
27' TARTAN	18,500
27' HUNTER diesel sloop	26,500
27' COLUMBIA 8.3	29,500
27' CHEOY LEE OS	28,000
27' CATALINA SLOOP	17,000
27' ERICSON	21,000
27' CAL 2-27	25,950
28' BIG BEAR	20,000
28' NICHOLS BUCCANEER	2 from 9,995
28' LANCER SLOOP	19,500
29' RANGER diesel	33,950
29' COLUMBIA 8.7	33,000
30' SCAMPI 30 MKIV dsl aux. sloop	49,500
30' RAWSON, diesel sloop	26,200
30' AMERICAN sloop, Nichols design	16,500
32' WAYFARER	34,500
32' WESTSAIL cutter	60,000
33' WINDWARD 33	23,500
34' PETERSON (NEW)	69,666
34' TARTAN sloop (S&S design)	44,000

35' FANTASIA	68,000
35' ALBERG	34,000
35' CORONADO aft cabin sloop	2 from 44,000
36' ISLANDER, 1973, diesel sloop	55,000
37' FORMOSA overseas, diesel ketch	55,000
37' IRWIN MK V ketch, diesel	90,000
38' MORGAN	90,000
38' DOWNEAST CUTTER, diesel	2 from 78,000
39' IRWIN CITATION F/G, diesel	89,950
39' ALLIED MISTRESS, ketch, diesel	80,000
40' MARCONI Dsl. Aux. trunk cabin ketch	65,000
40' CHEOY LEE OS yawl, diesel	89,500
40' BLOCK ISLAND CUTTER, sloop rig, dsl	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch	90,000
41' FORMOSA ketch	79,000
41' GULFSTAR 41, center ckpt sloop, dsl	89,500
41' MORGAN, aft cabin, sloop, diesel	97,000
41' CT 41' auxillary, ketch, diesel	97,500
43' WESTSAIL, diesel ketch	150,000
44' RHODES MOTORSAILER, twin diesel	140,000
45' EXPLORER 45 MK II center cockpit	105,500
45' LITTLE HARBOR diesel centerboard yawl	110,000
47' OLYMPIC O/S cruiser, diesel ketch	145,000
48' EXPLORER	129,000
50' FORCE 50 PILOTHOUSE diesel ketch	159,500
51' FORMOSA PILOTHOUSE ketch, diesel	156,500
52'8" PASSAT, auxillary ketch, diesel	90,000
60' ANA MARIE gaff-rigged cutter, diesel	225,000

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24' NORTHSTAR 727	17,500
24' J	14,900
24' COLUMBIA CHALL	6,000
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
24' MOORE	20,000
25' CATALINA	14,000*
25' SANTANA	2 from 12,500
25' PACIFIC CLIPPER	13,000
25' NORTHSTAR 500	16,239.05*
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' RANGER	15,500
26' COLUMBIA MK II	13,900*
27' EXPRESS (Custom)	40,000
27' SANTA CRUZ	2 from 20,000
27' TARTEN	19,900*
27' CAL T/2	19,000
27' MULL CUSTOM	16,000
27' CATALINA	2 from 19,500
27' SNAPDRAGON	28,000*
28' COLUMBIA	2 at 18,500
28' HERRESHOFF KETCH	22,500
28' WYLIE 1/2 TON	27,000
29' COLUMBIA DEFENDER	17,500
29' RANGER	31,950
29' HERRESHOFF H-28	24,900*
30' ETCHELLS 22	15,500
30' KNARR	11,000
30' OLSON	29,900
30' SAN JUAN	26,500
30' SANTANA	37,950
30' WYLIE 3/4 TON	40,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS 1/2 TON	39,500
30' CUSTOM C&C 1/2 TON	35,500
30' ISLANDER MKII	3 from 29,500
30' RAWSON	29,000
30' RAWSON, MONTEREY SLIP	33,000
31' PETERSON 1/2 TON	Offers
31' CHEOY LEE OFFSHORE	39,000
31' ERICSON INDEPENDENCE	45,000
32' WESTSAIL	2 from 59,900
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	22,000*
33' TARTEN 10	2 from 25,000
33' MORGAN M/S	75,000
35' SANTANA	59,500
35' CORONADO	44,000*
35' FUJI KETCH	84,900
36' ISLANDER FREEPORT	2 from 125,000*
36' J	120,000
36' S-2 SLOOP	73,500
36' PETERSON ROGERS	98,000
36' ISLANDER	3 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' RAFIKI CUTTER	102,000
37' FISHER MK II	125,000
37' PETERSON	80,000
38' C&C "ENTERTAINER"	77,000
38' FARALLON CLIPPER	46,000
38' YANKEE	69,500
39' CAL	2 from 77,000
40' C & C	134,000
40' MARINER KETCH	2 from 74,000
41' SWAN	170,000
41' OFFSHORE CHEOY LEE KT	104,000
41' CT	72,500
41' KINGS LEGEND	96,000
42' WESTSAIL	150,000
42' SOLARIS CATAMARAN	139,000
43' METER R BOAT	29,500
43' SWAN	119,000
45' S&S ALUM. "INCA"	129,000
45' DOWN EAST	135,000
45' DAVIDSON CUSTOM	235,000
47' OLYMPIC KETCH	134,500
50' SANTA CRUZ	200,000
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C&C 40 — 1980, Pathfinder, Barentt winches, sails by R&V, refrigeration, full IOR Cat. I offshore gear. \$134,000.

ISLANDER 36 Diesel, Racing Sail inventory, complete electronics, self tacking winches, refer etc. Has received great care by original owner. Priced below market at \$69,500.

45' S&S SLOOP — Impeccable quality and beauty, deck, superb inventory, recent survey. Priced well below market at \$129,000.

YANKEE 38. Respected offshore racer/cruiser, 12 bags of sails, diesel, seller 2-boat owner — must sell. Asking \$69,500.

C&C 38. "The Entertainer". Certainly one of C&C's most successful designs. Has all the gear you'd ever need. Looks fast just sitting at the dock. Asking a realistic \$79,500.

SANTANA 35 — Popular one-design class boat w/all the toys for racing. Hyd. vang & backstay, complete sail inventory, stereo, etc. Will listen to offers over \$49,500, what a steal!

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MOORE 24 — Class champion, fast and fabulous, trailer included. \$20,000.

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